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No. 25,949

HONG KONG, WEDNESDAY, AUGUST 15, 1928. PRICE, \$3.00 Per Month.

MUKDEN MURDER MYSTERY

STARTLING THEORY.

CHANG TSO-LIN'S DEATH.

JAPANESE CRIME!

Putnam Weale's Sensational Accusations.

SAYS NIPPONESE SECRET SOCIETY RESPONSIBLE.

Sensational accusations in connection with the assassination on June 4, 1928 of Marshal Chang Tso-lin, the Uncrowned King of Manchuria and for a while the Dictator of Peking, have been made by Putnam Weale, the well-known British authority on the Far East.

His theory is based on strong circumstantial evidence but very little direct evidence. In his opinion, the murder was committed by a Japanese secret society, one of a number which have existed for years—for example, the notorious Black Dragon Society which is not unlike an organisation in Serbia which precipitated the world conflict in 1914.

Putnam Weale goes even further. He is to supply the Japanese Minister in Peking with the statement. He also reveals the secret history of the last nine months, showing how Chang Tso-lin, whom the Japanese had hitherto supported, quarrelled with his backers.

INSIDE HISTORY.

Peking, To-day.

The well-known authority on Far Eastern politics, Mr. "Putnam Weale" (B. Lennox Simpson), who had been to Mukden to attend Marshal Chang Tso-lin's funeral ceremonies, when interviewed by Reuter to-day, gave a startling version of Chang Tso-lin's assassination.

After making a close investigation on the spot Putnam Weale asserted the belief that the murder was committed by a Japanese secret society whose work was facilitated by certain people in the Japanese Army. Putnam Weale opened with a remark that the situation in Manchuria is fraught with many possibilities.

The conversations between Baron Hayashi and General Chang Haueh-liang were kept secret, but there is reason to believe that they were directed towards terminating Manchurian Japanese supremacy in North Manchuria as securely as in South Manchuria, but the Chinese had not ratified the agreement and their railways have now tapped the rich grain-bearing areas of North Manchuria and have run on to the seaboard.

Putnam Weale asserts that Japan's desire to obtain supremacy in North as well as South Manchuria is the explanation of the constant statement that she is willing to give up extra-territoriality in Manchuria as an experiment.

"Obviously if the entire region beyond the Great Wall are to be under effective control of one chartered company, the relinquishment of so-called judicial rights must be illusory gain to Chinese territorial administration," he stated.

Referring to the compromise of the Nationalist Government and Manchuria, Putnam Weale said that it was arranged to hoist the Nationalist flag in Mukden on Aug. 10 but, the day before, General Chang Haueh-liang received a fresh and definite warning from Japan that such an action would be construed as a highly unfriendly act.

BOWING TO FORCE.

Continuing, Putnam Weale said: "As there were 7,000 Japanese troops at the gates of Mukden, the Manchurian authorities were forced to break the definite undertaking with the Nationalists."

He also asserted that after General Yang Yu-ting's outburst against the proposed Morgan Loan on Nov. 29, 1927. (see below) and the refusal of Manchuria to ratify the railway scheme agreement, the breach between Manchuria and Japan widened.

"Therefore the late Marshal Chang Tso-lin made a peace offer which Japan countered with 'advice' to evacuate Peking before it was too late."

Putnam Weale added: "Chang Tso-lin's assassination on June 4 was an unfortunate event but it followed a logical sequence." He asserts that he has seen the unpublished report of the Chinese-Japanese official investigation of the Chang Tso-lin outrage which contains "one strange revelation, that the Japanese military command consented to a Chinese gendarmes' patrol to be on the Peking-Mukden Railway at the bridge where the tragedy occurred; but, in the following paragraph, the Chinese investigators state that permission was vetoed by a higher Japanese command, the Chinese gendarmes being kept 300 metres from the fatal bridge."

WHAT EXPERTS SAY.

Independent foreign investigations by explosives experts established almost conclusively that the train was destroyed by dynamite, probably numbering twelve charges, each no more than eight pounds, which were pegged into the granite piers supporting the



MARSHAL CHANG TSO-LIN

Nationalist relations and securing a new railway scheme projected early this year, which was initiated at Peking before the late Chang Tso-lin's departure, but has so far not been ratified by the Government of Manchuria.

Putnam Weale believed that quarrels between Manchuria and Japan centred on the railway question and a masked struggle concerning the new railways which Chinese have built and are building in Manchuria.

Putnam Weale remarked that if, as the Japanese desired, these railways be consolidated with the (Japanese) South Manchuria Railway system, it would estab-

THE ATTACK IN THE DESERT.

CONVOY SAFE.

ARRIVES AT DAMASCUS WITH NOTHING MISSING.

BANDITS OVERAWED.

Bagdad, Yesterday.

The mail of the Naira convoy has arrived at Damascus with nothing missing.

The bandits overawed by the gravity of stealing the British mail, and fearing the consequences, ordered the driver of the van to continue to Syria.—Reuter.

BRITISH CARS.

BUSINESS EXPANDING IN OVERSEAS MARKETS.

FIGURES FOR JULY.

London, Yesterday

The extent to which the British motor-car manufacturers are penetrating the dominion markets is shown in the overseas trade returns for July.

The number of touring cars shipped during the month was 1,346. Compared with the same month last year, New Zealand increased her orders from 25 to 151 cars, South Africa from 122 to 160 and the Irish Free State from 232 to 444.

In addition 649 complete light chassis were sent to Australia compared with 268 in the corresponding month of 1927.—British Wireless Service.

transverse steel girders the South Manchuria Railway viaduct. Putnam Weale pointed out that the tragedy occurred on the 17th of the lunar month when the night visibility was good. He states he interviewed the Chinese at a lumber-yard less than 100 yards from the bridge, the inmates of which stated that on the fatal night they saw figures moving about the bridge. These figures, says Putnam Weale, must have been seen by the Japanese sentries on the South Manchuria Railway.

"The crime was the work of bad men and certain people in the Japanese Army facilitated their work."

"There have long been Japanese organisations, similar to the Serbian organisation which carried out the Sarajevo crime in 1914—for instance, the Black Dragon Society, which specialises in Chinese affairs and originated the Twenty-One Demands, and which notoriously employs men of the Soshi (hooligan) class, such as were deported by the Japanese civil authorities from Mukden after the murder."

Putnam Weale went on to say: "Many curious things are coming to light. It is alleged that the Ford car which conveyed Chang Tso-lin from the wrecked express had been waiting 300 yards from the scene, while a Chinese servant testified to me that a prominent official living two miles from the scene rose at dawn on June 4 and remained on the roof with binoculars fixed on the bridge until the explosion."

"After the explosion, nothing which was expected occurred. There was no revolt among the Chinese troops, no disorders and no collapse, the Chinese meeting the situation with caution."

Strong Evidence. General Chang Haueh-liang entered Mukden disguised as a common soldier in a troop train.

"Although he was almost overwhelmed by the task confronting him, he was not faltering."

"Chang Tso-lin's (other) younger sons were going from one foreign friend to another asking 'who killed our father,' but did not receive a reply."

(Continued on Page 12.)

SURREY AND YORKS BATSMEN.

DOUBLE-CENTURIES.

SANDHAM AND HOLMES BOTH MAKE OVER 200 RUNS.

AMES CREATES RECORD.

The County cricket matches which terminated yesterday were characterised by more very high scoring. Two players—Sandham of Surrey (248 not out) and Holmes of Yorkshire (275) registered double-centuries. Most of the matches were won on first innings totals. Northants, however, secured a splendid clear-cut victory over Worcester, winning by an innings and 54 runs, and Derbyshire beat Leicestershire by 242 runs.

Playing against Sussex Ames, the Kent wicket-keeper, to-day brought his number of victims by catching and stumping for the season up to 103, beating the re-

SHOWERS!

S.W. winds, moderate, fair to showery, is the official weather forecast until noon to-morrow.

Pressure is high to the north of Japan. The south China depression is now central to the North of Hong Kong.

The typhoon remains nearly stationary to the S.W. of Oshika.

cord of 102 made by Huish, also of Kent, in 1913.

Details follow:—

Notts Lose Points.

Middlesex beat Notts on first innings. Notts 217 (Enthoven 5 for 29) and 243 (Robins 5 for 69).

Middlesex 318 and 81 for 4. Splendid Victory.

Northamptonshire beat Worcester on first innings and 54.

Worcester 110 and 223 (Jupp 7 for 113).

Northants 387.

Sandham Shines.

Surrey beat Glamorganshire on first innings.

Glamorgans 331 and 199 for 4. Surrey 533 for 7 dec. (Sandham 248 not out).

Easy for Derby.

Derbyshire beat Leicestershire by 242 runs.

Derby 323 and 230 for 5 dec. (Lee 107 not out).

Leicester 206 (Lee 5 for 31) and 105 (Worthington 5 for 39).

Points for Yorks.

Yorkshire beat Warwickshire on first innings.

Warwick 244 (Robinson 6 for 87) and 21 for 2.

Yorkshire 540 for 7 dec. (Holmes 275).

Kent beat Sussex on first innings.

Sussex 405 (H. Parks 158 not out, Arthur Gilligan 104) and 890 for 7 (Duleepsinhji 107).

Kent 412 for 9 dec. (J. Bryan 109, Woolley 120).

Gresswell's Bowling.

Somersetshire beat Hampshire on first innings.

Somerset 283 (Judd 6 for 65) and 162 for 7 dec.

Hants 161 (Gresswell 9 for 62).

Rain Stops Play.

Essex drew with Gloucestershire.

Gloucester 315.

Essex 177 for 2. Rain stopped play.—Reuter.

FAR EAST FARES.

DUTCH CO'S. AND GERMAN COMPETITION.

REDUCTIONS ANNOUNCED.

Amsterdam, Yesterday.

The Rotterdam, Schellord and Netherland Steamship Companies are reducing their fares to Singapore and the East Indies owing to foreign competition, especially of German lines.

The reduction which will be effective on September 1, amounts from 2½ to 5 per cent. to Batavia and ten guilders to Singapore.

The reduction on the return fare within a year is increased to 25 per cent.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 3/16.

LOWENSTEIN'S DEATH MYSTERY.

NEW DEVELOPMENT.

TRACES OF TOXIC MATTER IN INTESTINES.

INTERNATIONAL AFFAIR.

Boulogne, Yesterday. A fresh development has arisen with regard to the Lowenstein mystery.

At the request of Lowenstein's two brothers-in-law, a well-known Paris analyst examined the remains and reported that he found traces of toxic matter in the intestines.

The question now arises whether a judicial enquiry should be held to determine how the poison was administered and whether it should be held by the authorities at Boulogne, where the body was brought in or in Brussels by the authorities who first took up the case or by the authorities in England where Lowenstein embarked.

The question may possibly be settled through Diplomatic channels.—Reuter.

MATCH MONOPOLY.

A SCANDAL ARISES IN RIGA.

FORGED LETTER.

Riga, Yesterday.

Several arrests are imminent arising from the newspaper publication of a facsimile of a letter, alleged to have been written by the Swedish Match Company to its representative here, in which a payment of £10,000 to the Minister of Finance and a local solicitor is mentioned in connection with efforts to obtain a monopoly in Latvia.

The police are actively searching for the original from which the facsimile was taken.

It is admitted that the letter heading and the signature of the Director at the foot are genuine, but the text is only pasted on the paper and is found to be a forgery.

The newspaper which published the document represents the opposition which is campaigning against the proposed monopoly.—Reuter.

INDIA'S POLITICS.

NATIONALISTS DEMAND FULL DOMINION STATUS.

Bombay, Yesterday.

A demand for Dominion status in the fullest degree is being made by the Indian Nationalists, a group of politicians headed by Motilal Nehru, Sir Tej Bahadur Sapru and Sir Ali Imam having drafted a Constitution on behalf of the Swajastists.

The scheme has been submitted to the President of the National Congress.

The Constitution drawn up demands inter alia the grant of Dominion status to India; the transference of political power from England to the people of India, and the establishment of a two-Chamber Parliament with supreme authority.

Among other proposals is a request that the Governor-General and the various Provincial Governors should be given the same status and privileges as the other British Dominions.

The document also suggests the establishment of an Indian Defence Committee to assume control of the fighting services.—Reuter.

COAL FIELD.

FRESH DEPOSITS FOUND IN MOROCCO.

Casablanca, Yesterday.

Important coal deposits have been discovered to the south of Oudjda. The field has been prospected and is estimated to cover about 1,172 square miles, with a stratum 4½ feet thick at a shallow depth.

The discovery is most important in view of the proposed construction of the Trans-Sahara Railway.

Large quantities of manganese have also been found between Taza and Oudjda.—Reuter.

MURDOCH'S FLIGHT.

SETS OUT FOR ENGLAND.

Capetown, Yesterday.

Capt. Murdoch has started on his return flight to England.—Reuter.

2 WORLD'S RECORDS SMASHED.

IN LONDON.

GERMAN WOMAN AND SOUTH AFRICAN ATHLETIC HEROES.

TRIANGULAR CONTEST.

London, Yesterday. At Stamford Bridge the international women's athletic triangular contest was won by the British Empire with 50 points. Germany secured 41 and France 15.

Fraulein Houbeln (Germany) won the shot putting competition with 38 feet 5½ inches, creating a world's record.

M. Clark (South Africa) won the 100 yards invitation hurdles in 13.4/5 seconds, establishing another world's record.—Reuter.

WITCH DOCTORS.

MORE TROUBLE WITH THE NOTORIOUS GWEK.

POST ATTACKED.

Khartoum, Yesterday.

The notorious Gwek and another witch doctor called Kur with a chieftain named Dualdin at the head of 1,500 Nuers raided villages in the Dukfadiat district and drove off the cattle. They attacked the Government post at Dukfaywil but were repulsed with heavy losses, leaving 48 dead.

The police had no casualties and the post was not damaged. Reinforcements including a British officer and 50 men have been sent.

Gallant Defence.

Later.

The Government post at Dukfaywil was gallantly defended by a small body of police under a native N.C.O.

The raiders, who included 100 Nuers, armed with rifles, retreated in disorder to the south of the Nasser, whither a British officer and 50 men of the Equatorial Corps, as a precautionary measure, were despatched.

No offensive operations against the raiders at present are contemplated in view of the floods.—Reuter.

YANGTZE DISASTER.

STEAMER SINKS IN UPPER RAPIDS.

SEVERAL HUNDRED LOST.

Hankow, Yesterday.

It is reported from up river that the Chinese steamer "Hsinhsu-tung" on her way to Ichang from Chungking struck a rock in the rapids and sank with all aboard. There are no details, but it is believed that several hundred lives have been lost.—Reuter.

FRANCE'S REVENUE.

INCREASE ON BUDGET FORECASTS.

Paris, Yesterday.

The revenue returns for July totalled Fcs. 4,230,000,000, showing an increase of Fcs. 378,000,000 on budget forecasts.

For the first seven months the revenue totalled Fcs. 23,527,000,000, showing an excess of Fcs. 1,672,000,000 on forecasts and of Fcs. 915,000,000 on the same period of last year.—Reuter.

PREMATURE.

ICE DAM STILL HOLDS AT SHAYOK.

Simla, Yesterday.

The Punjab Government states that the ice dam at Shayok has not burst.

It explains that the report published yesterday was based on a fire seen in the neighbourhood which was mistaken for one of the beacons which was to signal the bursting of the dam.—Reuter.

MURDOCH'S FLIGHT.

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CURBING CANTON'S POWERS.

FIFTH PLENARY.

QUESTION OF CONVENING NATIONAL ASSEMBLY POSTPONED.

BRANCH COUNCILS.

Nanking, To-day. The Nationalists fifth plenary session has passed a resolution deciding that provincial branches of the Political Council are to close up at the end of the year.

The question of convening the National Assembly will be postponed till 1929. After this the fifth plenary session will close.—Reuter.

[Note: The closing of the branch Political Councils is advocated by the Extremists and is aimed to curb the power of Canton, Hankow etc. It was strongly opposed by the Moderate politicians, Marshal Li Chai-sum of Canton and his colleagues in Hankow.]

Law Codification.

Nanking, Yesterday.

The Law Codification Bureau has recommended to the fifth plenary session the immediate formation of a committee to draft a provisional constitution for the Republic of China for submission to the third national congress of Nationalist Party Delegates. The Bureau proposes:—

1. That the fifth plenary session appoint a number of its members, together with several legal experts, to form "a drafting committee for a provisional constitution of the Republic of China," responsible for the formulation within a special period of a provisional constitution for the Republic.

2. That the provisional constitution shall contain a definition of the rights and obligations of the people, a definition of the regulation of the organisation of the Central Government, a definition of the regulation of the relationship between the Central and local governments (outlining the powers, functions and organisation of local governments), and a definition of the regulation of the relationship between Party and Government.

3. That the final form of the draft shall be decided by the fifth plenary session, and be submitted to the Third National congress for approval and adoption, and thereafter be promulgated by the Nationalist Government.—Reuter.

People's Rights.

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5. That the final form of the draft shall be decided by the fifth plenary session, and be submitted to the Third National congress for approval and adoption, and thereafter be promulgated by the Nationalist Government.—Reuter.

H.M.S. "KENT" DUE.

4TH COUNTRY-CLASS CRUISER FOR CHINA.

"CASTOR" ALSO COMING.

H.M.S. "Kent" is due to arrive here on Friday from Home. She will be the fourth of the new country-class 10,000 tons cruisers to come to the station. "Berwick," "Cumberland" and "Suffolk" are already here and "Cornwall" is on the way out. They each carry eight 8-inch and other guns.

H.M.S. "Castor," a cruiser of a smaller class, is paying another visit to China, being due here on Sunday with reliefs for ships on the Station.

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PUBLIC AUCTIONS.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 20th day of August, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Lot 1, Shamshui, containing 3.460 acres, more or less, as per plan.	3.460	24	\$1,100



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PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 20th day of August, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Taul, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Lot 1, Mong Kok Taul, containing 11.470 acres, more or less, as per plan.	11.470	12	\$3,000

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NOTICES.

H.K.V.D. CORPS.

PROMENADE CONCERT

(Under the patronage of H.E. the Officer Administering the Government) WILL BE HELD ON VOLUNTEER PARADE GROUND ON FRIDAY, 17th August, 1928, at 9.15 p.m.

BAND OF 2nd BATT. KING'S OWN SCOTTISH BORDERERS (By kind permission of Lt.-Col. L. J. Comyn, C.M.G., D.S.O., and Officers) AND LOCAL VOCALISTS.

Tickets of Admission: \$1.00 (Soldiers and Sailors in uniform 50 cents). Obtainable at Volunteer Headquarters and Anderson Music Coy., Ltd.

LAMMERT BROS.

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FRIDAY, the 17th August, 1928, commencing at 11 a.m. at No. 10, Granville Road, (2nd Floor), Kowloon A Quantity of VALUABLE HOUSEHOLD FURNITURE.

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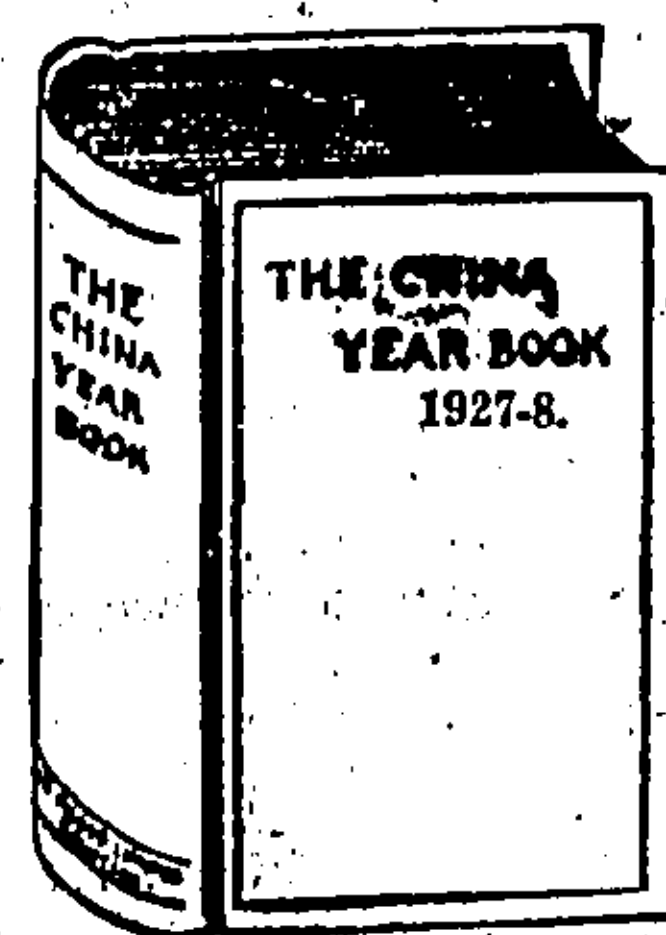
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"INTIMATE DETAILS OF WOMEN'S DRESS." MODERN TENDENCY.

SIXTH ANNUAL MEETING OF THE "P.E.N." NORWAY'S HOSPITALITY.

The Archbishop of Canterbury was responsible for a delightful satire on modern newspaper methods when, for the twenty-fifth year, he responded as Primate of All England to the principal toast at the annual banquet given by the Lord Mayor of London to the archbishops and bishops.

The Lord Mayor, Sir Charles Bathurst, submitting the toast of the archbishops and bishops, alluded to the fact that in November the Primate and Mrs. Davidson would celebrate their golden wedding, and said he was glad to be in office in that wonderful year in the archbishop's career, and to assure him of the universal affection and regard in which he was held.

The Archbishop of Canterbury, who was enthusiastically received, said he was the right man to reply—he knew more about the bishops than any man now alive. (Laughter.) His knowledge had been of the most intimate kind for more than forty years, not only at the whole episcopate of England, but latterly of hundreds of bishops overseas. "Our difficulties are many," he proceeded, "and we are trying to face them like men. One of our great difficulties to-day is the ceaseless demand for utterances of some kind absolutely unlike what our predecessors in office were accustomed to when three or four times a year a dignified utterance was put forward in solemn tones and was duly reported in a quite respectable way. (Laughter.) That is entirely different from what happens now. I am certain that I am speaking the mind of most of the bishops here when I say that what we suffer from is the quotation of isolated phrases, which we have used wisely or unwisely, but which, when divorced from their context, are made to mean something which we never intended them to mean.

"I sometimes wonder whether the modern form of the newspaper sheet is accountable for it. Now-a-days the greater part of our newspapers is full of stirring pictures, brilliant motor-cars, wonderful dresses from Paris, illustrations to the full all the furs and furbelows of the day—and sometimes even more intimate details than that. (Laughter.) Between the interstices of those pictures the reporter has to find room somehow to put in what this man or that has said. No wonder that we are made on occasion to say things which in print we fail to recognise as our own." (Laughter.)

Contradictory Advice.

Continuing, the Archbishop said a man of his age received much advice of a contradictory nature. Some would have a man retire at 70 or before. Others would have him carry on until he had to be wheeled in a bath-chair along the Brighton front, to be pointed out by triumphant nurses as an old man in full possession of all his faculties. (Laughter.) "Our task," he concluded, "we honestly believe is the highest that can be entrusted to men on earth, and you help us to discharge it by the kindly encouragement you give us at gatherings such as this. (Cheers.)

The Archbishop of York, proposing the toast of "The Overseas Bishops," said their brethren overseas had not the difficulties to contend with which were the common lot of those in Britain. "As an example," he continued, "the first letter I opened this morning contained this very searching question, 'Are you and your brother Davidson servants of the Devil?'—(laughter)—and the writer left no sort of doubt as to what his opinion was." (Renewed laughter.)

The Bishop of Madras and the Bishop of Bunbury responded.

The health of the Lord Mayor was pledged on the call of the Bishop of London.

HONG KONG HOTEL VISITORS.

August 13, 1928.

Mr. I. Asbeck. Messrs. Leo A. Blok, Setero Baluyot. Mr. J. M. Dyer. Mr. K. H. Evans. Mr. S. J. Fuller. Mr. K. Gronhe. Messrs. A. F. Henry, C. Helario, Gladly Hight. Mr. S. F. Kirkland. Messrs. R. A. Lewis, M. Lontok. Mr. and Mrs. T. F. Mangan, Lt. A. Moura, Messrs. J. M. Major, G. N. de Man. Mr. J. H. Neamith. Mr. S. de Ossa. Messrs. J. Ross, J. Rosenthal. Mr. Otto Strulmeyer. Mr. W. E. D. Vasconcelles. Messrs. S. S. Wong, G. Wragge.

"The P.E.N. exists to promote friendliness and hospitality among writers." So runs a sentence in the statement of the aims of the P.E.N., and the sixth annual congress which has just been held in Oslo showed the principle in practice, relates the "Manchester Guardian." Twenty-one countries sent official delegates: there were a number of guests of honour and many members from all over the world. Centres established since the last congress were represented for the first time. Mrs. Sarah Gertrude Millin, who founded the South African centre, was a new-comer, and so was Miss Dorothea Mackellar, the Australian poet, who flew from Ireland in order to be present. Scotland was also separately represented—rather to the surprise of some of the delegates, who were unaware of Scotland's claim to a literature of her own—by Lady Margaret Sackville and Mr. William Power. From America came Mr. H. G. Leach, editor of the "Forum"; from Austria Flex Salten; from Denmark the fiery author of "Pole the Conqueror," Martin Andersen Nexø. Germany sent a number of members, including Theodor Daubler, whose bardic appearance proclaimed his profession, and Hans Friedrich Blunck, whose collection of North German folk-tales has caused his name to be linked with that of Grimm. From France came Jules Romain and Benjamin Crémieux; from the recently found-



Charles E. Loigren, a former Navy man now residing in Washington, D.C., who will accompany Commander Richard Byrd on his expedition to the South Pole. Mr. Loigren formerly served with the Navy as a chief yeoman.

ed Yiddish centre, Mr. Joseph Opatovskiy; from Jugoslavia, Oton Zupancic; the Slovene poet and translator of Shakespeare. Other countries represented were Belgium, England, Finland, Holland, Hungary, Poland, Portugal, Rumania, Catalonia Sweden, and, of course, Norway.

KING HAARON & CONGRESS.

Great regret was expressed at the absence of Mr. John Galsworthy, president of the English centre, who at the last moment was prevented from coming. He has presided over sessions at all the previous congresses, and the Oslo congress seemed incomplete without him. The London centre was represented by Mrs. Dawson Scott, the founder, and the official delegates were Mr. H. Dennis Bradley and the present writer.

The Norwegian hosts surpassed themselves in their hospitality, the abundance of which was almost embarrassing. From Sunday, June 17, when a reception was held in the foyer of the National Theatre, till the 22nd, when the whole congress was invited to visit the Travel Exhibition at Bergen and was entertained to a luncheon in the grounds, event succeeded event with scarcely an interval, every hour of the long light days being filled. Immediately following the reception on Sunday came a performance, in honour of the P.E.N., of Ibsen's "Ghosts," which, although given in a language unintelligible to most of us, was profoundly moving. Fru Johanne Dybwad was restrained and convincing Mrs. Alving, but the intensely emotional Oswald of Herr August Oddvar was so vivid that the barrier of language seemed to disappear. The Central Theatre gave a gala performance of Ibsen's early "Comedy of Love," which, though brightly acted, conveyed its import somewhat inadequately to

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those ignorant of the play and of Norwegian.

King Harkon received the congressists at the Palace, each country being given separate audience, if "audience" is not too pompous a word for a few minutes' chat with a kindly and courteous gentleman who was willing to talk about anything from sea-sickness to high art.

AN ANTI-FEMINIST BRANCH!

The business sessions dealt with a number of questions of interest to writers in general and to P.E.N. members in particular. One of the centres (not represented) having refused to admit women to membership, it was laid down as a rule that women should be eligible on the same basis as men. Mrs. Dawson Scott proposed a motion to this effect, and it was passed without discussion. As a matter of fact, as membership of one P.E.N. centre is held to include membership of all, the ungallant centre in question would have to admit women from other centres if they wished to insist on their rights.

Among other matters decided, the following may be mentioned:—A common membership card is to be issued, sort of literary passport, complete with photograph, which will serve as an introduction to the 42 centres throughout the world. A project for the establishment of a P.E.N. review is to be considered and reported upon at the next congress at Vienna. A scheme for collaborating with the Institute for Intellectual Co-operation of the League of Nations was elaborated. The national centres of the P.E.N. have agreed to form committees to consider questions relating to the literature in their countries, and to report to the Institute, which will collate the information and place it at the disposal of people interested. The plan is too complicated to describe here, but, if carried out, should do much to prevent the present duplication and confusion.

AN EVENING IN OLD NORWAY.

The organisers of the congress, Mr. Arne Kildal, Mrs. Barbara Ring, and Mr. Frits von der Lippe, were indefatigable, and it would take columns to describe the innumerable ways in which they provided entertainment. The public banquet was attended by many distinguished Norwegians, and two-minute speeches were made by representatives of all centres. One might have imagined that the warmth of feeling expressed on this occasion could not have been exceeded if the next day's reception at Lillehammer had not proved the contrary. At Lillehammer there is a unique collection of ancient Norwegian houses, brought together and re-erected by Dr. Sandvig. To this we were invited. The old houses were brought to life and inhabited by the people of Lillehammer, dressed in their old national costumes. Fires burned in the old fire-places; a banquet was given; many ancient customs were observed; there were dancing, singing, eating, and drinking till two o'clock in the morning. . . .

The tale is not half told, but my space is full. Norwegian hospitality is one of the most vivid, invigorating, reassuring and beautiful things I have ever experienced.

RICHEST HEIRESS.

SIR DAVID YULE'S MANY MILLIONS.

London, July 4. The estate of Sir David Yule, who died at his home near St. Albans on Tuesday night, aged 70, will, it is stated, probably amount to between £15,000,000 and £20,000,000. His only child will thus become one of the greatest heiresses in the world.

Only in America has this amount been exceeded in recent years. Mr. James Duke, an American tobacco magnate, died in 1925, leaving over £30,000,000. The nearest figure in the country during the last few years was the estate of Lord Iveagh, which was valued at £11,000,000. Other big fortunes have been:

Lady Strathcona . . . £6,749,281
Sir Robert Houston . . . £6,000,000
Mr. H. O. Wills . . . £5,214,821
Mr. F. N. H. Wills . . . £5,053,860
Lord Northcliffe . . . £5,000,000
Lord Glentanar . . . £4,642,268
Viscount Bearstead . . . £4,000,000
Viscount Cowdray . . . £4,000,000
Sir William Coates . . . £3,922,864
Lord Dalziel . . . £2,270,219

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

A.B.C., from Shanghai. Y. V. Activ, from Shanghai. Pak Ngok, from Kobe.

E. V. JESSEN, Superintendent. Hong Kong, 9th August, 1928.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—Hemisphere, from Saigon. Tingo, from Haiphong. Lem, from Dala.

Cobanestek, from Shanghai. Lake, from Lockerbie. Laing, from Hamburg. Redirected from Singapore, Bofa, from Torino.

E. A. LEGGATT, Superintendent. Hong Kong, 9th August, 1928.

"Bones," thundered the manager, where's the clock?

"Dunno, sir?" responded the office boy, mildly. "Some one has stolen it, perhaps."

"What? And you sitting here! Why didn't you watch it?"

"Because," you know, sir, when you engaged me you said you didn't want me to sit around and watch the clock."

A hunting train backed into a motor-car, at a level, crossing at Dieppe, and two persons were injured. The crowd made an attempt to lynch the stationmaster.

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 KOREA MARU (Calls Los Angeles) Tuesday, 4th September.
 LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
 Singapore, Penang, Colombo, Suez.
 KASHIMA MARU (Calls Hull) Saturday, 25th August.
 HAKONE MARU (Calls Hull) Saturday, 8th September.
 SYDNEY & MELBOURNE via Manila & Ports.
 MISHIMA MARU (Calls Glasgow) Wednesday, 22nd August.
 TANGO MARU (Calls Glasgow) Monday, 19th September.
 BOMBAY via Singapore, Penang, & Colombo.
 CEYLON MARU (omit Penang) Monday, 20th August.
 SADO MARU (Calls Glasgow) Tuesday, 11th September.
 SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
 Mexico & Panama.
 ANYO MARU (Calls Glasgow) Saturday, 18th August.
 SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
 KAWACHI MARU (Calls Glasgow) Thursday, 6th September.
 NEW YORK AND BOSTON via PANAMA.
 CALCUTTA MARU (Calls Glasgow) Saturday, 18th August.
 TAKETOYO MARU (Calls Glasgow) Saturday, 9th September.
 LIVERPOOL via Port Said, Geneva, Marseilles.
 DELAGOA MARU (Calls Glasgow) Thursday, 16th August.
 CALCUTTA via Singapore, Penang & Rangoon.
 PENANG MARU (Calls Glasgow) Sunday, 19th August.
 AKITA MARU (Calls Glasgow) Thursday, 30th August.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU (Calls Glasgow) Friday, 17th August.
 SHANGHAI, KOBE & YOKOHAMA.
 LIMA MARU (Calls Glasgow) Thursday, 16th August.
 MATSUMOTO MARU (Calls Glasgow) Sunday, 19th August.
 RANGON MARU (Moll direct) Sunday, 19th August.
 FUSHIMI MARU (Calls Glasgow) Monday, 20th August.
 KANAGAWA MARU (Kobe direct) Wednesday, 22nd August.
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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
 Colombo, Suez and Port Said.
 AMAZON MARU (Calls Los Angeles) Monday, 10th September.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
 Colombo, Durban & Cape Town.
 HAWAII MARU (Calls Los Angeles) Saturday, 20th September.
 BOMBAY via Singapore & Colombo.
 SUMATRA MARU (Calls Penang) Sunday, 19th August.
 CELEBES MARU (Calls Penang) Monday, 3rd September.
 DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
 MOZAMBIQUE—Via Singapore and Colombo.
 MEXICO MARU (Calls Los Angeles) Wednesday, 29th August.
 CHICAGO MARU (Calls Los Angeles) Friday, 28th September.
 CALCUTTA—Via Singapore, Penang and Rangoon.
 KASADO MARU (Calls Los Angeles) Saturday, 26th August.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
 Japan ports.
 MELBOURNE—Via Manila, Brisbane & Sydney.
 MADRAS MARU (Calls Los Angeles) Wednesday, 6th September.
 BANGKOK—Via Saigon.
 HAIPHONG—Via Hoihow.
 MENADO MARU (Calls Los Angeles) Thursday, 16th August 10 a.m.
 NEW YORK—Via Japan ports, San Francisco & Panama.
 HAVRE MARU (Calls Los Angeles) Friday, 17th August.
 JAPAN PORTS.
 TACOMA MARU (Calls Los Angeles) Thursday, 16th August.
 SHUNKO MARU (Calls Los Angeles) Saturday, 1st September.
 KEELUNG—Via SWATOW & AMOY.
 KISHU MARU (Calls Los Angeles) Sunday, 19th August Noon.
 HOZAN MARU (Calls Los Angeles) Sunday, 26th September noon.
 TAKAO—Via SWATOW & AMOY.
 DELI MARU (Calls Los Angeles) Thursday, 23rd Sept. noon.
 TAKAO & KEELUNG.
 SANUKI MARU (Calls Los Angeles) Friday, 14th September.
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SHIPPING SECTION.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND DEPARTURES.

Benledi (2,509) British, from Middlesbrough, Manila—Gibb, Livingston—1,325 tons general cargo for Hong Kong, 2,345 tons (through).
 Hydrangea (561) British, from Swatow—Chin On Co.—364 passengers, 54 tons general cargo for Hong Kong.
 Golden Hind (4,507) American, from San Francisco, Manila—Col. Pacific—1 passenger, 250 tons general cargo for Hong Kong.
 Kathe (906) German, from Canton—Kwong Mow Tai—140 tons beans for Hong Kong.
 Bintang (1,725) Danish, from Bangkok, Hoihow—Chu Peng Kee—7 passengers, 2,481 tons general cargo for Hong Kong, 138 tons (through).
 Tjisaroea (4,394) Dutch, from Batavia—J.C.J.L.—607 passengers, 1,640 tons general cargo for Hong Kong, 5,060 tons (through).
 Cremer (2,785) Dutch, from Amoy, Swatow—J.C.J.L.—604 passengers, 1,362 tons general cargo (through).
 Vulcanus (707) Dutch, from Swatow—A.P.C.—20 tons general cargo for Hong Kong.
 Havre Maru (3,451) Japanese, from New York, Keelung—O.S.K.—49 tons cotton for Hong Kong.
 Tenyo Maru (6,277) Japanese, from Los Angeles, Shanghai—N.Y.K.—67 passengers, 1,443 tons general cargo for Hong Kong.
 Sun Kong (322) Chinese, from K. C. Wan—Man Yick & Co.—250 tons general cargo for Hong Kong.
 Yuan Lee (1,661) Chinese, from Saigon, Swatow—Yuen Seng Fat—2,000 tons rice for Hong Kong.
 Shu Hing (114) Chinese, from Macao—Hoo Hing Co.—60 tons general cargo for Hong Kong.
 Lee Cheung (163) Chinese, from Shanghai—Fook Hoi Co.—78 passengers, 4 tons general cargo for Hong Kong.

Departures.
 For Swatow—Borneo, Hai Ning.
 For Saigon—Andre Lebon, Hai Ning.
 For Macao—Shui Hing.
 For Canton—Vulcanus, Chenan.
 For Surabaya—Batoe.
 For K. C. Wan—Hanoi, Chung Hing.
 For Hoihow—Calula.
 For Shanghai—Porthos.
 For Amoy—Sinkling.
 For Tarakan—Borelis.
 For Autau—Tak Hing.
 For Manila—President Pierce.
 For Bangkok—King Yuen.
 For Singapore—Takliwa.
 For Newchwang—Katha.

Cleanances.
 For Saigon—Telemachus.
 For Batu Pahat—Ginsen Maru.
 For Hongkong—Koyko Maru.
 For Batavia—Tjikini.
 For S. Francisco—Golden Hind.

Shipping Abstract.

Arrivals.	Departures.	In Port.
British	2	8
Japanese	2	0
Chinese	4	4
Danish	1	0
Dutch	3	2
French	0	3
German	1	1
American	1	1
Norwegian	0	0
Portuguese	0	0
Total	14	19

Further discharges of shipwrecks and engineers are announced at Devonport Dockyard.

NORWAY'S SHIPPING.

NOTEWORTHY INCREASE IN MOTOR TONNAGE.

In a report to the Department of Overseas Trade, prepared by Mr. C. L. Paus, C.B.E., the Commercial Secretary at Oslo, on economic conditions in Norway, it is stated that a point of interest is the continued expansion of Norwegian line traffic between Norway and foreign ports, where 173 vessels of 465,183 gross tons were engaged on October 1, 1927, as compared with 163 vessels of 422,304 gross tons in 1926. Norwegian yards were very poorly occupied in 1927, but their position seems to have improved recently and they now have a good deal of work on hand in connection with repairs, conversion to tankers, surveys, &c. This change for the better is ascribed mainly to the efforts of a committee, which has been, and still is, considering what steps can be taken to render the industry competitive.

A departmental committee was also appointed in February, 1928, to investigate the capacity of Norwegian shipping to face international competition in view of the fact that the quantity of Norwegian tonnage then laid up (183 vessels of 242,180 gross tons, representing 9 per cent. of the gross tonnage of the entire fleet) was proportionately greater than that of any other country. Since that date the tonnage laid up has decreased to 161 vessels of 214,755 gross tons on April 1, 1928. The gross earnings of shipping in 1926 were about 428 million kroner (revised figure); for 1927 they are roughly estimated at 400kr. to 410kr. millions. Rates of pay fell 6 per cent. to 7 1/2 per cent. in 1927, and have again been reduced by 5 per cent. to 6 per cent. in 1928.

The gross register tonnage and composition of the Norwegian merchant fleet on December 31, 1926 and 1927 and of vessels of 100 tons and more under construction or ordered on April 1, 1928, are shown below:

Composition of fleet on Dec. 31, 1926: Steam, 1,531 of 2,229,114 tons; motor and motor aux.; 262 of 513,041 tons; sail, 29 of 24,894 tons. Dec. 31, 1927: Steam, 1,510 of 2,226,071 tons; motor and motor aux.; 256 of 614,570 tons; sail, 14 of 14,293 tons.
 Vessels under construction or ordered on April 1, 1928: Steam, 13 of 14,300 tons; motor and motor aux.; 42 of 254,350 tons; sail, nil.
 Tank tonnage increases from 46 vessels of 280,000 gross tons on January 1, 1927, to 70 vessels of 414,261 tons on January 1, 1928. On April 1, 1928, the fleet consisted of 1,771 vessels totalling 2,868,000 gross tons. There is again a noteworthy increase in motor tonnage, and the considering volume of new tonnage on order on April 1, 1928, also consisted mainly of large motor vessels. The growth in the size of vessels is a striking feature, the average deadweight tonnage per vessel having increased from 2,500 in 1914 to 4,000 in the beginning of 1928.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Russia" arrived at Kobe yesterday at 5 p.m. left Kobe to-day at 5 a.m., and is due at Nagasaki tomorrow at 5 a.m.

The P. & O. s.s. "Naldera" left Singapore for this port on August 12 at noon with outward English Mails, and is due here to-morrow at about 7 a.m.

The P. & O. s.s. "Rajputana" left Shanghai for this port yesterday at 2 p.m. with the Mails, and is due here on August 17 at about 6 a.m.

The s.s. "Benvannoch" from Europe and Straits is expected to arrive here on August 17.

The B. I. s.s. "Tilawa" left Singapore for this port on August 12 p.m., and is due here on August 17 a.m.

The B. I. s.s. "Warfield" left Singapore for this port on August 11 a.m., and is due here on August 18 p.m.

The C.P.S. R.M.S. "Empress of Russia" is due at Hong Kong on August 20 in the morning. She leaves for Manila on August 21 at 5 p.m.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 7, and is due here on or about August 22.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

YACHT RACE.

LIVERPOOL TO ISLE OF MAN.

MIDNIGHT STUNT.

Quite a number of enthusiasts and others will be glad to learn that the "Midnight Race" is once more to figure in the forefront of Mersey-side nautical events, states a Home paper in mail week. The race was first instituted in 1906, and has been maintained since that year as an annual event, with the long break of the war period and a few exceptions due to bad weather. It is now being organised by the Transmere Sailing Club as their principal fixture, and of recent years the entry has been larger than in any other race held in the British Isles.

Competition in the race is by no means confined to Merseysiders, for Manchester, Southport, Yorkshire, and the Midlands have been represented by some of the smart little vessels which have taken part in the contest, and some very well-known yachts have sought fame and honour in the competition. This year the start from Rock Ferry, weather permitting, will be made on July 13 (Friday) and every opportunity will be provided so that visitors can see the start from the club house at Rock Ferry or from the river steamers. There will also be a sailing of one of the Isle of Man steamers for Douglas at midnight on Friday, so that many who wish to greet the yachts on arrival at Douglas on the morning (or in some cases afternoon or evening) of Saturday July 14 can do so. Given good sailing conditions, most of the yachts should arrive in the morning.

80 Miles' Course.
 The course to the Isle of Man is some 80 miles; and even after leaving the Bar Lightship there are about 65 miles of open sea to negotiate. It may be mentioned that this is the longest annual deep-sea race sailed round our coasts. The boats are of varying sizes, but the smallest allowed to compete are of 7 tons yacht measurement and about 28 feet long. It is expected that some of the boats will be very much larger—say, up to 20 tons. All the boats start together, and the handicap allowance is made on the times of arrival at Douglas. The fastest trip across runs to about eight hours; but if some of the smaller boats run into 14 or 15 hours on the crossing, they are considered to be doing quite well.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benledi" are reminded to take delivery of their goods which will be subject to rent after August 21.

The shipwrecked crew of six of the motor vessel "Garthlock," which sank near the Pembroke coast after drifting helplessly, were picked up by the Finnish steamer "Pallas" and landed at Liverpool by the tug "Formby." They were taken to the Sailors' Home, and later left Liverpool for their homes in Cardiff.

Santiago (Chile) advices state that the Senate has approved in principle the Government Bill suspending all oil concessions, except to Chilean subjects, which was approved by the Chamber of Deputies.

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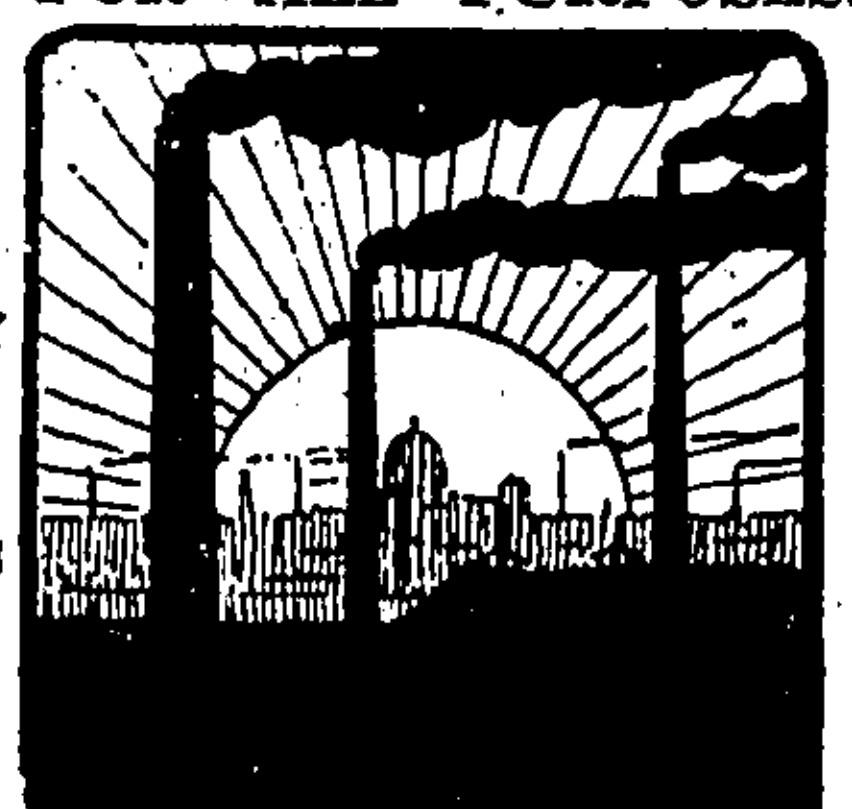
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S.S. "CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 24th August.

S.S. "CITY OF HALIFAX" ... London, Rotterdam & Hamburg ... 2nd September.

S.S. "CITY OF KHARTOUM" ... Havre, London, Rotterdam & Hamburg ... 24th September.

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S.S. "CITY OF LINCOLN" ... via Suez Canal ... 5th October.

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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tonnage	From	Destination
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
*CALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.

*Cargo only. *Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

TLAWA	10,006	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	20th Sept.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
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EASTERN & AUSTRALIAN SAILINGS (South).

PANDA	6,956	31st Aug.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,500	2nd Sept.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,060	28th Sept.	
TANDA	6,953	30th Nov.	
ST. ALBANS	4,500	13th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu,
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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NALDERA	16,088	17th Aug.	Shanghai.
TLAWA	10,006	19th Aug.	Amoy, Moji, Kobe & Osaka.
*WARFIELD	6,000	20th Aug.	Amoy, Moji, Kobe & Osaka.
*NAGBADA	5,307	30th Aug.	Amoy, Moji, Kobe & Yokohama.
*KASHGAR	9,005	31st Aug.	Amoy, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th Sept.	Amoy, Moji, Kobe & Yokohama.
*MIRZAPORE	6,718	5th Sept.	Amoy, Moji, Kobe & Osaka.
TAKADA	6,949	8th Sept.	Amoy, Moji, Kobe & Yokohama.
MOREA	10,352	14th Sept.	Amoy, Moji, Kobe, Yhamma & Osaka.
TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe & Yokohama.
*LAHORE	5,252	24th Sept.	Amoy, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at
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SAILINGS FROM HONG KONG.

S.S. "LYCAON"	Via Suez Canal	24th Aug.
S.S. "PHEMOS"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

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SINGAPORE'S DOCK.

CONSULTING ENGINEERS' COMMENTS.

FIVE SCHEMES.

The report of Messrs. Coode, Fitzmaurice, Wilson, and Mitchell, the consulting engineers employed by the Singapore Harbour Board to report upon the proposed extension of the Singapore wharves and the improvement of coaling facilities, has been issued. It deals extensively with the schemes submitted by Mr. G. W. A. Trimmer, Chairman of the Harbour Board, in his report submitted last year.

In this report Mr. Trimmer urged that a bold policy should be followed in developing the Harbour Board's property, and he added:—"With the gradual increase in the size of ships entering the port, the increase in the tonnage of both ships and cargo being handled at the wharves, and the greater importance Singapore is assuming as a pivot for the trading routes, I am of opinion that an adequate scheme of extension should be undertaken."

THE ALTERNATIVES.

The schemes proposed by Mr. Trimmer are as follows:—
Scheme A.—East Lagoon, between the Albert Dock and the hulks at Tanjong Pagar. The conversion of this into a tidal basin, providing berthing for eight vessels 600 feet in length, and also two smaller vessels, the total length of quays being 5,550 lineal feet. This could be increased by 1,400 lineal feet, when additional quays are required, by the construction of a jetty at the North end of the basin. Estimated cost \$19,160,000; an increase over the present accommodation of 40 per cent.

Scheme B.—Empire Dock. The continuation of the North quay to meet the East wall, extending northwards, giving an additional 2,100 feet of quays. Estimated cost \$7,250,000. If cost of widening the entrance is included \$8,350,000. Increase over present accommodation 20 per cent.

Scheme B1.—Empire Dock. The development of the North side, excluding the North quay, by the construction of two skew or splayed berths to accommodate four vessels of 500 feet length and four of 350-400 feet length. Estimated cost \$11,500,000. Increase over present accommodation 27 per cent. If cost of widening the entrance is included \$12,650,000.

Schemes C and D.—Western section. The reconstruction of Jardine's wharf and the continuation of its westward past St. James and reconstruction of the late P. and O. Company's wharf, giving a total length of deep water quays of 3,000 feet. Estimated cost \$9,168,000. Increase over present accommodation 23 per cent.

Mr. Trimmer suggested that the most suitable of these schemes and the one most likely to satisfy immediate future needs was that comprised under C and D. Under them deep water quays could be obtained at less cost than under any of the other schemes submitted. He placed the schemes in the following order for consideration: 1. schemes C and D; 2. scheme A; 3. scheme B. or B1.

With regard to coaling, Mr. Trimmer recommended that a portion of the Board's premises should be allocated for the provision of a special wharf for the discharge and storage of coal by means of mechanical transporters.

ENGINEERS' REPORT.

Below are given extracts from the consulting engineers' report:—

Mr. Trimmer first deals with the question of the trade of the port, giving particulars covering the last four years, comparing them with the year 1914, which is given as the highest pre-war year. We have plotted in diagram form the figures given in paragraphs 4 and 5 in Mr. Trimmer's report, and they show a remarkably steady and even increase between 1923 and 1927, the general cargo figures for 1927 showing an increase of about 70 per cent. as compared with 1923.

Taking the total length of wharfage, and dividing this into the total cargo inwards and outwards, this gives an average of about 220 tons of cargo per lin. foot, in addition to the considerable quantity of coal handled. Judging from experience elsewhere, this shows that very full use is being made of the wharves, though in cases where regular services in particular trades exist, higher averages have been obtained.

The above considerations, taken in conjunction with Mr. Trimmer's statement in paragraph 7, to the effect that "berthing of ships has frequently to be deferred owing to lack of suitable accommodation," appear to us

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Destination	Steamer	Sailing
Tian via S'ow & S'hai	HOPSANG	Sun., 19th Aug. at Noon
Tian via S'ow & S'hai	KWANGSANG	Wed., 22nd Aug. at Noon
Tian via S'ow & S'hai	JIANGSANG	Sun., 26th Aug. at Noon
Osaka via Amoy, Shanghai, Moji & Kobe	KUMSANG	Fri., 24th Aug. at 7 a.m.
Osaka via Amoy & Kobe	FOKSANG	Fri., 14th Sept. at 7 a.m.
Canton	KWANGSANG	Wed., 15th Aug. at 7 p.m.
Canton	CHIPSANG	Sat., 18th Aug. at 9 p.m.
Straits & Calcutta	NAMSANG	Sat., 25th Aug. at 3 p.m.
Straits	CHIPSANG	Tues., 21st Aug. at Noon
Sandakan	MAUSANG	Tues., 21st Aug. at 3 p.m.
Sandakan	HINSANG	Wed., 29th Aug. at 3 p.m.

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General Managers.

commutation, "appear" to us apply to justify Mr. Trimmer's conclusions that material additions are required to the Board's wharf accommodation.

THE DEPTH OF WATER.

With regard to the depth of water which should be provided alongside any new wharves, Mr. Trimmer deals at some length with the dredging being carried out in connection with the Suez Canal, which naturally fixes the practical limit of draught for vessels trading with the East. At Colombo, when the dredging has been completed, there will be available eight berths having a depth of 36 feet, i.e., admitting vessels drawing 33 feet of water, allowing for 3 feet of water under the keel. At Colombo, during the monsoon, there is a certain amount of range in the harbour, which would not obtain at Singapore, so that possibly a less depth, say, 2 feet under the keel, would here be sufficient.

Mr. Trimmer states that at present, 2,082 feet of wharves have a depth of 36 feet. This should allow at least three of the largest vessels visiting the Port to berth at one time, which, in our opinion, should be amply sufficient for a number of years. In addition to this, Mr. Trimmer points out that a further 1,570 feet could easily be deepened to 36 feet, though we are not quite clear where this would be. For these reasons, we are again able to concur in Mr. Trimmer's opinion that a depth of 33 feet at low water ordinary spring tides will be sufficient for the proposed new quay walls, provision being made when putting in the foundations, for further deepening to 36 feet if and when required.

Apart from matters of general policy, the questions involved come under three categories:—
(a) Those which refer to general engineering, i.e., the best scheme to adopt having regard to conditions of site. (b) Weather and tidal conditions. (c) Coaling arrangements. We proposed in the first instance to deal with the questions under each of these three heads separately.

THE "WARSPITE."

INSPECTION BY PRINCE ARTHUR.

Prince and Princess Arthur of Connaught visited the training ship "Warspite," in the Thames, for the 172nd anniversary of the Marine Society and the prize giving. They passed down the river in the Port of London Authority's steamer "St. Katharine," and Prince Arthur, as an Elder Brother, flew the ancient flag emblazoned with four galleons granted to Trinity House by the Tudors.

After Prince Arthur had inspected the boys on the "Warspite," chatting to many of them, Princess Arthur presented the prizes, and watched the boys dance a hornpipe.

Captain Sir Arthur Clarke, chairman of the society, received the Royal visitors.

Prince Arthur said that the "Warspite" had already embarked more than 69,100 boys on the career of the sea, and 39 awards had been presented to old boys on attaining commission or warrant rank in the Royal Navy, and 40 sextants to old boys, who had passed as second mates in the merchant service. Soldiers carried Field Marshal's batons in their knapsacks, and he wondered how many of the boys would have a commodore's broad pennant in the bottom of their kit bags on going to sea.

The largest contingent of troops to leave Liverpool under peace routine for several years past sailed in the P.S.N.C. liner "Orduna." The main portion comprised a draft of the "Argyll" and "Sutherland" (Highlanders), numbering 261 of all ranks, but other details of various corps, with their wives and families, brought the total up to 860. The "Argyll" and "Sutherland" Highlanders were bound for Jamaica, and the drafts of other battalions for Bermuda.

BUILDING WAGES.

UNIONS ACCEPT BONUS OFFER.

London.—I understand that at a meeting of the committee of the Shipbuilding Employers' Federation, held in London, it was reported that the five craft unions—boilermakers, shipwrights, plumbers, painters, electrical trade unions—had accepted the employers' offer involving an increase of bonus payment of 3s per week in the case of 34 plain time workers, in two instalments in July and September, making the bonus 10s instead of 7s per week as at present.

Owing to the late intimation of the acceptance by these five unions payment of the first instalment could not be made, and payment was made to the other classes who accepted earlier, but the first instalment of the increase was to be paid where applicable with effect from July 1.—"Journal of Commerce" correspondent.

CONSIGNEES.

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Hong Kong, 14th August, 1928.

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To Seattle and Victoria.

The Short, Straight Route to America.

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Pres. Pierce Aug. 21st, at Noon.
Pres. Taft Sept. 4th
Pres. Jefferson Sept. 18th
Pres. Lincoln Oct. 2nd.

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Pres. Wilson Sept. 9th 8 a.m.
Pres. V. Buren Sept. 23rd 8 a.m.
Pres. Hayes Oct. 7th 8 a.m.
Pres. Polk Oct. 21st 8 a.m.
Pres. Adams Nov. 4th 8 a.m.

To Manila

Pres. Jackson Aug. 18th 6 p.m.
Pres. Taft Aug. 28th 6 p.m.
Pres. McKinley Sept. 1st 6 p.m.
Pres. Jefferson Sept. 11th 6 p.m.
Pres. Grant Sept. 15th 6 p.m.
Pres. Lincoln Sept. 25th 6 p.m.

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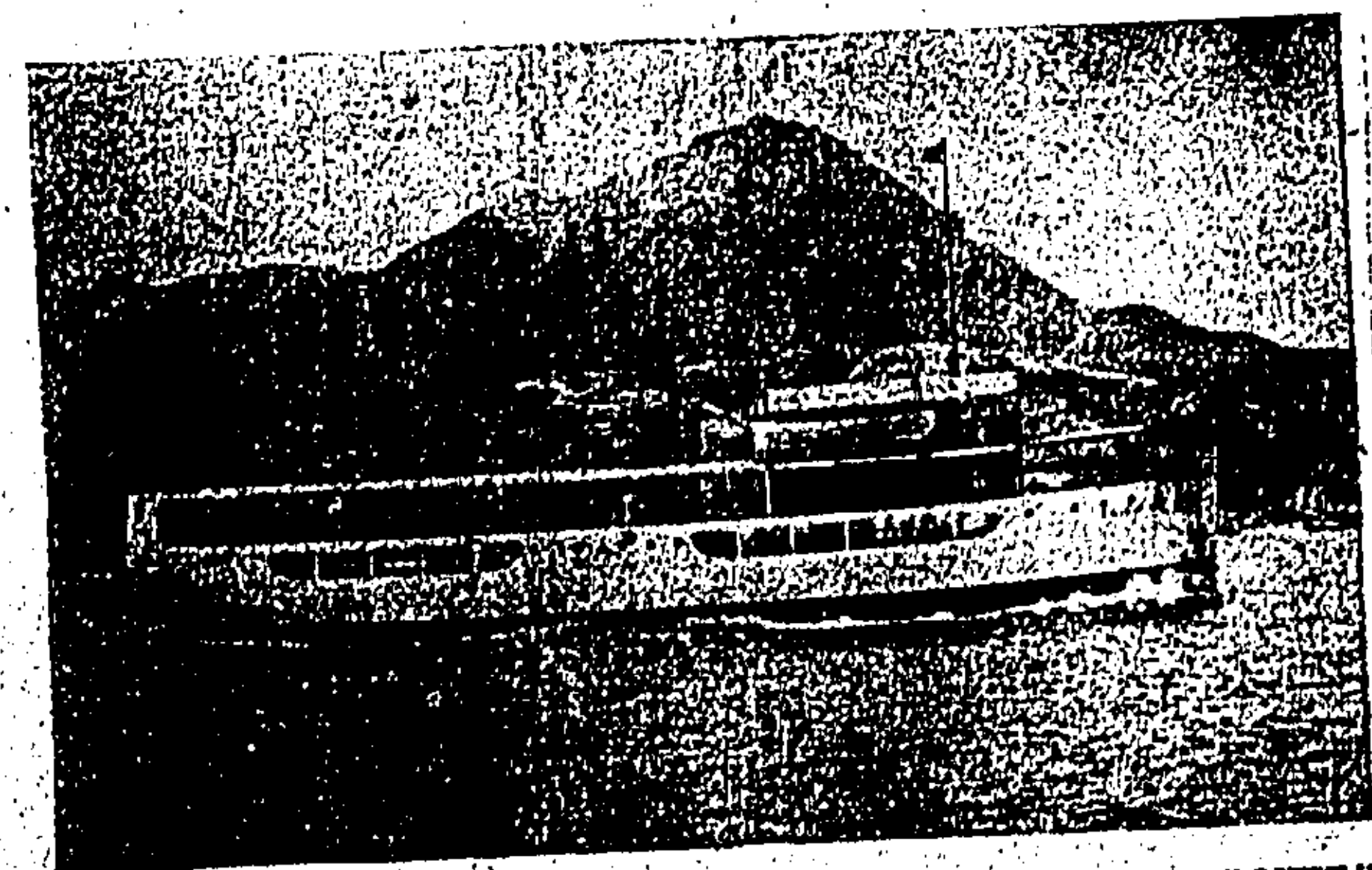
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BIRTHS.

MASTERS.—On August 8, 1928, at
Tsingtao, to Mrs. E. G.
Masters a daughter.

ROBERTSON.—On August 9, 1928,
at the Country Hospital,
Shanghai, to Mr. and Mrs. W.
B. Robertson, a daughter.

MARRIAGE.

PRYOR—KING.—On August 2,
1928, at H.B.M. Consulate-Gen-
eral, Tsingtao, and afterwards
at Christ Church, Wilfred
Pryor, of the Kailan Mining
Administration, Tientsin, to
Dorothy Gertrude (Bobby),
younger daughter of Mr. H. F.
King, British Consul, Tsing-
tao, and of Mrs. King.

DEATH.

CHANDLER.—Elizabeth June, died
at the Country Hospital,
Shanghai, August 9, 1928.

Hong Kong, Wednesday, Aug. 15, 1928.

NANKING INCIDENT SETTLEMENT.

When, little more than a
fortnight ago, Sir Austen
Chamberlain in his reference to
China, during the course of the
debate in the House of Commons
on the British Government's for-
eign policy, mentioned what had
taken place regarding an attempt
to settle the Nanking incident, it
did not seem likely that the mat-
ter would be settled soon. It has
come, therefore, somewhat as a
surprise that the subject now
seems on the eve of a satisfactory
settlement. All will depend, of
course, upon the Nationalist Gov-
ernment's word being as good as
their bond. Dr. C. T. Wang, the
Nationalist Foreign Minister, cer-
tainly appears to be animated by
the best of intentions and the
same may also be said regarding
Sir Sidney Barton's presentation
of the British Government's
views. The incident has been a

matter for profound regret, and
we like to think that responsible
Chinese are quite as aware as we
are of its enormity; and now that
peace seems to have settled upon
war-ridden China, they are, equal-
ly with us, eager to have it
amicably settled in accordance
with international procedure.

It was quite clear that until it
was settled satisfactorily, the
British Government, while willing
to recognise the Nationalist Gov-
ernment as representing China,
could not proceed as though indif-
ferent to their claims regarding
what happened at Nanking on
March 24, 1927. Probably it was
largely because they held this
view that the Foreign Office de-
puted Sir Sidney Barton, Consul-
General at Shanghai, to conduct
the negotiations instead of Sir
Miles Lampson, the British Minis-
ter, as would certainly have been
the case in ordinary circum-
stances. The correspondence be-
tween Dr. Wang and Sir S.
Barton conveys the impression
that it was conducted in the best
possible spirit with both parties
fully aware of the seriousness of
the subject discussed and of the
gravity of the issue. The Nation-
alists propose the appointment
of a Sino-British Commission
"for the purpose of verifying the
actual injuries and damage suf-
fered by the British and to assess
the amount of compensation due
in each case." This, of course,
is acceptable to the British, and
all that now remains is for the
Commission to undertake a task
that is already considerably be-
lated and to continue in the spirit
manifested in the transactions so
far. The Chinese need have no
doubt as to the British Govern-
ment's readiness to concur in the
Nationalist's desire for a revision
of treaties. All along the British
Government has made it perfect-
ly plain that they thoroughly
sympathise with the Nationalists
and the people generally in this
matter; and it is a fact that the
British Government, more than
any other, has been ready to
acquiesce with the Chinese in re-
gard to treaty revision. We sym-
pathise with Sir S. Barton's atti-
tude as to the part which H.M.S.
"Emerald" played during the
outrage at Nanking. The Com-
mission will doubtless find
plenty of evidence, if need be, to
justify the action of the British
and American warships.

As we are very favourably im-
pressed by what Dr. Wang has
so far stated, we trust that the
negotiations will continue to be
conducted in the same friendly
and broad-minded spirit. If so,
the Nationalist Govern-
ment will considerably en-
hance their reputation as
the true leaders of the Chinese
people and as a body of men de-
serving all the sympathy and as-
sistance possible from other
countries.

The Grand Tattoo.

Rather late in the day, sugges-
tions galore are being received
for the improvement of the Grand
Tattoo programme already issued
and, we imagine, now deep in the
stages of rehearsal. It seems a
pity that these suggestions were
not forthcoming at an earlier date
when, perhaps, some of them
might have received favourable
consideration by the organisers.
However, the programme is fixed
and must be adhered to, we sus-
pect, if the Tattoo is to be shown
on the dates arranged. In addi-
tion to the Beauty Contest which
was suggested by a correspon-
dent in yesterday's issue, we are
in receipt of other ideas equally
as interesting. One reader thinks
that a Baby Contest would pro-
vide a welcome attraction and
another advances a plan which,
he avers, would bring in a huge
amount of money for the objects
of the Tattoo by the promotion of
a sweepstake. This latter idea,
we are afraid, would, if it mater-
ialised, transform the Tattoo
into one big gambling hell and so,
in any case, rules itself out of
the question. Whilst on the sub-
ject of the Grand Tattoo we
would mention that more infor-
mation concerning it would be ac-
ceptable. There are surely a
hundred and one little points in
connection with the multifarious
preparations which would make
interesting reading. The main
consideration is that their pub-
lication would assist in sustaining
the attention of the public in the
show.

Three slaughter houses have been
established by merchants in differ-
ent parts of Canton, says a vernac-
ular report in compliance with the
Canton Government.

Mr. Yang Yueh-ssin who was the
representative of General Chang
Hsueh-liang in the peace negotia-
tions between Manchuria and the
Nationalists, is staying at the King
Edward Hotel for a few days.

After carrying three passengers
from Saiyungpui to the s.s. "Teau,"
yesterday morning, a passenger
saw a man suddenly capsized in a
squal. Fortunately, other junks
came to the rescue and the boatmen
were rescued.

Suffering damage to the tail shaft,
the s.s. "Kwong Ying" employed on
the West River run, which left
Hong Kong on Saturday, was towed
back to port by the s.s. "Kwong
Hung" of the same line. The ves-
sel is now undergoing repairs and
will not be able to leave Hong Kong
until Thursday.

A summons for assault and a
cross-summons, involving three
Chinese, were dismissed by Mr. W.
Schofield at the Kowloon Magis-
tracy yesterday, when Mr. F. X.
d'Almada, for one of the parties,
stated that a settlement had been
reached. Mr. F. H. Loseby, for the
other side, agreed.

Chan Chi-cheung, who was yester-
day remanded by Major C. Willson,
O.K.E., on a charge of cutting and
wounding and causing grievous
bodily harm to Assistant Warden
Nawab Ali Shah in Victoria Jail on
August 12, was again before the
Court this morning. A further re-
mand was made until 10.30 to-
morrow morning.

Dr. Wang Chung-hui, broke his
journey here yesterday from Europe
to Shanghai by the "Porthos," and
is staying at the King Edward
Hotel. Dr. Wang is Nationalist
Minister of Justice at Nanking in
which city he will attend the fifth
plenary session. His sister, Miss
Wang, and a sister-in-law, con-
tinued their journey on the
"Porthos."

Miss Martha H. Hoahing,
L.R.C.P., L.R.C.S.E., L.R.F.P., and
S.G. has started practice at China
Building (7th floor). Miss Hoahing
has held the following appoint-
ments:—School Medical Officer,
Bradford; House Surgeon, Mans-
field General Hospital, and House
Surgeon of Sick Children's Hos-
pital, Brighton. She was in gen-
eral practice in England during
the Great War.

A small dinghy was wrecked in
the harbour off North Point yester-
day afternoon, and the master of
the craft and his son, the sole oc-
cupants, were rescued by a launch
which happened to be in the
vicinity. According to the master,
the boat, laden with sand, was
caught by a sudden gust of wind
when passing the A. P. C. installa-
tion and immediately capsized.

A cargo boat laden with broken
granite was reported wrecked and
sunk in the harbour off the re-
clamation at Wanchai yesterday.

That milk sold to the public had
been adulterated by the inclusion
of a certain percentage of water,
led to summary action being taken
against the master of No. 57 Woo-
lung-street, Yaumati. He appeared
in Kowloon Court this morning,
before Mr. Walter Schofield, and
said that he was the owner of a
dairy at Diamond Hill, Kowloon
City. The milk produced at the
farm was sold in the above men-
tioned shop. He was fined \$20.

A collision between two cargo
boats was reported yesterday
afternoon. Lui Kui, master of one
of the boats, reported that at 4 p.m.
yesterday, his boat left Kennedy
Town with a cargo of brown sugar
for Kowloon City. The boat
collided with another cargo boat,
which was being towed by the
steam launch "Lee-Yuen," when
near the Yuen Yuen Wharf. The
latter boat was damaged to the
extent of about \$80.

Captain Cormand, master of the
s.s. "Yuet On" reported to the police
yesterday, that some time about
6 p.m. on August 13, whilst the
vessel was on a trip from Canton
to Hong Kong, a Chinese passenger
named Chan Ting-chung (28), a
former seaman of the Chinese man-
of-war "Chung Shan" committed
suicide by jumping overboard off
Sampanschau. Although the ship
was stopped and a search made, the
unfortunate man was not seen
again.

Another junk is reported to have
capsized in the squall yesterday.
All the inmates were saved with
the exception of one who is still
missing and is believed to have
been drowned. According to Kwok
Sze, the owner of the "San Chuen
Ling" trading junk, at about 10
a.m. yesterday, they were return-
ing from Lung Ku, New Territory,
to Hong Kong with 60 piculs of
sand. After passing Capsicum,
the junk was caught by a squall.
The missing man was a folk named
Kwok Kam, aged 23.

Mr. N. H. Bennett, Chief Officer
of the s.s. "Sui Sang," reported to
the police yesterday the theft on
board the ship, between midnight
on Monday and 3 a.m. yesterday,
of a quantity of rope worth \$300.
Theft of 460 fathoms of Manila
hemp worth \$250 was also reported
to have been stolen from s.s.
"Bator." In making the report
to the police, the Chief Officer,
Mr. J. E. Williams stated that the
theft occurred some time between
August 8 and yesterday.

According to a paragraph in this
morning's police reports, a serious
allegation has been made against a
Portuguese youth named Victor
Naves by Tse Kiu (26) a wash man
employed on the first floor of No.
23, Queen's-road East, who was ad-
mitted to the Government Civil Hos-
pital last night. She alleged that
she was indecently assaulted by
Naves at 11.30 p.m., on a pathway
east of Murray Barracks. Naves,
who had been secured by the police,
is also being detained at the hospi-
tal where he is undergoing medical
examination.

Marshal Li Chai-sum, head of the
Canton Government, is due to re-
turn south from Nanking. A tele-
gram to Canton from Mr. Li Man-
yan, chief of the Taxes Bureau,
states that Marshal Li is to leave on
the 16th which may be to-morrow
or, according to the Chinese calen-
dar, a fortnight hence. One report
in a vernacular paper says "two
weeks hence" and another merely
says "the 16th and due here on the
20th." At any rate, it is apparent
that Marshal Li has come to the
conclusion that his presence is more
valuable in Canton than Nanking.

Probate to the will of Lie Sun-
ting, merchant, native of the
Samshui district, Kwangtung, who
died at No. 45, Connaught-road Cen-
tral first floor, on June 26, leaving
Hong Kong estate to the value of
\$52,400, has been granted to a
nephew, Li Su-chun, of the same
address. The will directs that
money in banks be divided into
three shares to be distributed
among his wife, first and third con-
cubines. The value of \$2,000 is
bequeathed to an elder sister, while
house property, shares and other
properties are bequeathed to his
ten-year-old son, to be handed over
to him when he reaches his major-
ity. When the Fong Pin Hospital,
Samshui, is built, it is to receive
\$5,000 from the estate.

A carved pulpit presented by
Chelmsford as a war memorial of
the county town was dedicated at
the Essex Regiment church at
Warley Barracks, Drentwood.

The Bishop of London recently
blessed eight new flats erected in
Drummond-crescent, Somers Town
N.W., under the Magdalen College
Mission's housing scheme.

"PAID TO LOVE."

DELIGHTFUL ROMANCE WITH
INTERESTING THEME.

AT THE QUEEN'S.

For scenic effects, an interesting
theme and gripping romance, "Paid
to Love," now showing at the
Queen's Theatre, is outstanding.
George O'Brien, is in the leading
role, which he fills admirably and
Virginia Valli, as a French girl, is
seen in surroundings of vivid con-
trast.

The picture is well worth seeing.

PRINTER NOT PAID.

SINO-PORTUGUESE NAVIGA-
TION CO. SUEB.

AN UNDEFENDED SUIT.

Judgment for \$322.21 and costs
was given for the Yan Hing firm,
printers of No. 56, Lyndhurst-
terrace, in the Summary Court
this morning, in an action which
was not defended.

Defendants were the Sino-
Portuguese Navigation Co. of No.
18, Jubilee-street, 1st floor. Messrs.
d'Almada & Mason informed the
Court that they had received no
further instructions from them.

Mr. C. A. S. Russ was for
plaintiffs, for whom the assistant
manager, Li Cheung-ling, gave
evidence as to the amounts of the
goods supplied.

OFFENDING SIGN.

\$15 DAMAGES AWARDED FOR
TRESPASS.

SUIT BY OWNER OF A WALL.

Photographs of a wall in the
heart of the Chinese business
section of the city were produced
in the Summary Court this morning
when an action concerning an of-
fending signboard was heard.

Mr. C. A. S. Russ appeared for
Mr. Wong Kai-wo, landlord of No.
132, Bonham-strand East, who sued
the Pak Sang Tong, ginseng dealers
of No. 134, Bonham-strand East,
for \$100 damages for trespass by
wrongfully affixing a signboard to
plaintiff's wall and refusing to
remove it after repeated requests
to do so.

The case was not defended.

Removed This Week.
Mr. Russ explained that his
client's house came out much
further than defendant's premises.
On the abutting wall, were sign-
boards of his client's tenant.
Defendants also put a signboard
there. They had failed to remove
it until two days ago. The fore-
going was borne out by plaintiff
in the witness box.

Mr. Russ intimated that his client
did not wish to enforce damages.
However, he would ask His Lordship
to make an order for costs on a
higher scale.

The Pulane Judge (Mr. Justice
Jacks) gave judgment for \$15 and
costs (in connection with which
there was no mention of any scale).

At a meeting of the Technical
and Clauses Committee of the In-
stitute of London Underwriters Mr.
G. G. Sharrman, underwriter of the
London and Provincial Marine and
General Insurance Co., Ltd., and
Mr. H. T. Russell Ross, under-
writer of the Ocean Marine Insur-
ance Co., Ltd., were unanimously
re-elected chairman and deputy-
chairman respectively of that com-
mittee for the ensuing year.

The King drove to Victoria
Station and took leave of the King
of Spain upon his departure from
England, says the "Daily Mail" to-
hand.

TEASERS.

Answer The "China
Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half-
dozen questions, not tremendously
difficult to answer, but not always
so simply solved as may be thought,
appear on this page. These, as in
the past, are compiled by the
"China Mail" staff and include from
time to time questions of local
interest. Answers are given on
Page seven.

1. Who was En-Ming?
2. Where is the river Menam?
3. Who won the amateur Golf championship in 1920?
4. Who was responsible for the idea of a Peak tramway?
5. Who won the Schneider Cup in 1922?
6. In what countries is the opal found?

WORLD THEATRE



Charlie
Chaplin

IN
THE
CIRCUS

Starting
TUESDAY, AUGUST 21st.

SAY WHEN?



NOW—and at any time
when Quality is the first
consideration—the call is

"King George IV"
The Scotch Whisky of Good Taste

Sole Agents:—
GANDE, PRICE & CO., LTD.
St. George's Building, Ice House Street,
Tel. Central 135.

GRAND TATTOO.

THE CIVILIAN DISPLAYS AT SOOKUMPOO.
DE GAMA'S GALILEO.

Definite decisions have now been reached regarding the nature of the civilian displays at the Grand Tattoo which will take place at Sookumpoo on October 4, 5 and 6. Early details of the Portuguese and Chinese events indicate that they will both add considerably to the spectacular nature of the event and will be included in a programme which will be notable for its wide scope and variety.

The Portuguese display will now be included in the programme of the third night instead of the first, this slight rearrangement being made to avoid clashing with the celebrations in connection with Portuguese National Day.

The plans of the Portuguese community were revealed at a meeting of the Working Committee last night when a statement was made by Mr. J. P. Braga on the invitation of H.E. Major General C. C. Luard, C.B., C.M.G., Mr. Braga said he was happy to announce that the Portuguese community would defray the entire cost of their display in the Tattoo and that no expense in connection with it would fall on the general Tattoo funds. It was also announced that H.E. the Governor of Macao had expressed his pleasure at the co-operation of the Hong Kong Portuguese community in the Grand Tattoo and that he would be happy for his daughter, Miss Barboza, to take part in the Portuguese display. These announcements were warmly received by the Working Committee of the Grand Tattoo.

PORTUGUESE DISPLAY.

The principal Portuguese display will depict the "Lug of Vasco da Gama at Calicut." The Portuguese navigator, it may be recalled, was placed in supreme command of an expedition to the African continent. Vasco da Gama arrived at Calicut on the Malabar coast on May 20, 1498 and set up, according to the custom of his country, a marble pillar as a mark of conquest and a proof of his discovery of India.

For the purpose of the display an actual replica of the Gama's galley is being made from an illustration in the possession of H.E. the Governor of Macao. The galley will be fitted up entirely by the Portuguese community and of course those taking part in the scene will be dressed in the costumes of the period. The galley will be thirty feet long.

The Portuguese community will also present a tableaux representing the world's oldest alliance, Britain and Portugal. In this Middle Barboza will take the part of Britannia while Miss Cerveira Albuquerque, daughter of the Consul General for Portugal in Hong Kong will represent Portugal. During this tableaux the British and Portuguese national anthems will be played by one of the military bands in the Colony.

CHINESE DISPLAY.

An invitation to visit the Grand Tattoo will be extended to H.E. the Governor of Macao and Madame Barboza and it is hoped that an official party from the Portuguese Colony will be present.

With regard to the Chinese display original plans have been curtailed somewhat owing to the area available at Sookumpoo and it has now been decided that "lion playing" will be performed. This, another spectacular item which will be new to the majority of foreigners, calls for the manufacture of a lion's head which is carried by men inside, together with a body piece to represent a huge animal. The "lion" is baited by men in front, the display really developing into a clever acrobatic performance.

It is expected that the Sookumpoo ground will, with the erection of additional stands be able to accommodate about 5,800 people each night. Each seat will command an excellent view of the ground, and while the prices have not yet been definitely decided, they will be based on a sliding scale. Some seats at any rate will be bookable beforehand and it is hoped that seating plans will be out in the near future.

Tons of mutton caught fire and the tarred roadway blazed up when a motor-torry, with trailer attached, burst into flames in Lee-road, Eltham, S.E., recently.

A COLLISION.

TWO CHINESE DRIVERS SUMMONED.
COURT PROCEEDINGS.

Arising out of a collision on the Island-road, at 2 a.m. on August 1, a case was heard by Mr. R. E. Lindell, at the Central Magistrate's Court, yesterday afternoon, in which the Chinese drivers of public motor cars Nos. 520 and 226 were summoned by the police for alleged reckless driving.

Defendants were defended, respectively, by Mr. C. A. S. Russ and Mr. Horace Lo.

Sub-inspector Hopkins, in charge of the Aberdeen Police Station, told the Court that on the night of August 1, a report was made at the Aberdeen Police Station by the second defendant and another man to the effect that a collision had taken place between two public cars about a mile beyond the Police Station. It was indicated that several people were injured. In making the report, the second defendant described the collision as "head on" and claimed that the other car was going very fast.

TWO INJURED.

The witness proceeded to the spot where he found public cars Nos. 520 and 226 in the centre of an "S" bend about a mile from Aberdeen Police Station. There were two injured men sitting on the side of the road one of whom was the first defendant. Witness attended to their injuries and caused them to be sent to hospital in the motor ambulance.

The first defendant claimed that he was all right but witness noticed that the man appeared to be dazed, and staggered when he attempted to stand up. He was therefore sent to hospital. The Sub-inspector added that he was present when the Traffic Department next morning took photographs and measurements of the scene at the collision.

Sergeant S. C. Saunders, the Police mechanic, said that when he examined the cars at 9 a.m. on August 1 he found that both were badly damaged and it was clear that they had been in a practically "head on" collision. He found a skid mark directly in front of the rear offside wheel of car 520. The mark was about a yard long and it appeared to him that car 520 was pushed back that distance.

SPEEDS.

Answering his Worship the witness said from the mark he inferred that car 226 was travelling faster than car 520. Car 226 was a Buick and it was at least 1,000 pounds heavier than car 520, which was an Essex. Moreover, car 226 was going uphill and 520 was going downhill.

Continuing, witness said that the position of car No. 226 showed that it had been travelling on the wrong side of the road prior to the accident. As regards the position of car 520 witness said that he would not say that that car was on the proper side of the road either, being more or less on the centre of the road, and it appeared to have swerved back to its own side just prior to the accident.

In cross-examination by Mr. Russ, witness agreed that when the road was empty, everybody drove on the crown of the road.

Mr. Russ: Supposing you had to decide which car was in the wrong, could you lay your finger definitely and say that 520 was at fault?

Witness: I would rather not answer that question.

Mr. Russ: That means you can't say that 520 was wrong, but you can say the other car was wrong?

Witness: Yes, I can say that. Replying to Mr. Lo the witness stated that unless car No. 520 had skidded it could not have been travelling in the proper side of the road and yet be in the position indicated on the photograph (produced).

Answering further questions witness said to get into that position the car must have been travelling at least four or five yards in the direction in which it was found in the photograph prior to the accident. This meant that the car had been swerved from a position to the right of the centre of the road. The Sergeant pointed out that it was quite possible from the positions of the two cars that the head of car No. 520 might have been pushed back somewhat.

AN OBJECTION.

Mr. Lo here asked the witness whether it was quite clear from the evidence that from the position of car No. 520 it was quite possible that the car might have been travelling on the wrong side of the road.

Mr. Russ interposed with the remark that Mr. Lo was worse than the prosecution could be and Mr. Russ said he was helpless in that he would not be allowed to re-examine. He added that when he consented that the cases be taken together he had no idea that such a position would be created.

The Magistrate remarked that Mr. Lo was entitled to show that his client was not guilty.

Mr. Russ: I would rather he

QUEEN'S THEATRE.

RETURN OF TWO CLEVER DANCERS.
SEASON NEXT WEEK.

Having completed a successful season in Manila, Miss Cherie Valentine and Miss Tomasita Birdwell, the clever juvenile artists who delighted local theatre goers with their eccentric dance items in a few weeks ago, return to Hong Kong this week and will re-appear at the Queen's Theatre nightly at 9.20 performances for one week commencing Sunday next.

These talented and extremely popular young dancers will present many new turns in their varied programme, although such favourites as "The Black Bottom," "The Peneo-k Dance," and one or two other items which were received so enthusiastically during their last season will be repeated.

Young, dainty and charming, these brilliant exponents of the latest ideas in modern and acrobatic dances are literally dancing their way around the world and, on concluding their Eastern engagements will return to America where they are to re-appear for an indefinite season.

As announced in a special advertisement in this issue, advance booking for the entire season is now open at the Queen's Theatre. There will be no increase in the price of admission, and there will be the usual picture programme.

CHARLIE CHAPLIN.

TRICKS & STUNTS THAT DEFY IMITATION.

RETURN OF "THE CIRCUS."

"First select, a funny situation: then build a series of most ridiculous adventures that can be conceived around this dominating idea, and, finally, enact the resulting plot in the most painstaking and serious manner possible." This is Charlie Chaplin's recipe for making successful comedies. Chaplin's pictures are perennial successes. Although Charlie sticks to the same old recipe, every production he turns out is a tremendous hit the world over. Those who have tried to copy Charlie's garments and antics have fallen by the wayside, while the one great comedian continues to climb to new heights. Thus he is better than ever in "The Circus" his great comedy success which starts a five day run at the World Theatre on Tuesday, according to a special advertisement in this issue. Many people claim that this is the little man's finest achievement—certainly it is a superlative funny production.

RICKMERS LINE.

The balance-sheet for 1927 of the Rickmers Reederi A.G., Hamburg, shows a net profit of 589,000 Rm (11,709 in 1926). The surplus, including amounts written off amounts to 1.61 (0.82) million marks; charges, including taxes, 1.03 (0.56) million marks. Vessels, freehold property, securities and material are valued at 5.39 (5.7) million marks, and current accounts at 0.24 (0.1) millions. The capital of the company is 2 million marks, and 10 per cent. has been placed to a reserve fund, and a further reserve of 1 million, as in the preceding year, has been set aside for improvements and additions to the fleet. Insurance account was unchanged at 0.6 million; repairs and renewals at 0.8 million. A special reserve of 0.35 millions has been set aside, together with 0.10 million, for del credere accounts. In the preceding year a debit balance of 0.64 million marks on current account figured in the accounts. The value of the fleets is not mentioned.

The old lady entered the butcher's shop with the light of battle in her eyes.

"I believe you sell diseased meat here?" she stormed.

"Worse," replied the butcher blandly.

"What do you mean by worse?" demanded the astonished patron.

"The meat we serve is dead," confided the butcher in a stage whisper.

waited until I have shown that my man is not guilty first. (Laughter).

INSPECTOR'S VIEWS.

Inspector Alexander said that he visited the scene after the accident, and took careful notes of the positions of the cars. In his opinion car No. 520 was guilty because it appeared to him that it had come round the bend too far out. From the position of car No. 226, however, he concluded that that vehicle was much more at fault. He added that assuming both cars were travelling at equal speed, he would expect the heavier car, although it was going uphill, to push back the lighter one.

The case was adjourned.

TEASERS.

Answers to To-day's Questions.

1. A well-known Governor of Anhwei 20 years ago.
2. In Siam.
3. C. J. H. Tolley at Muirfield.
4. Alex. Findlay Smith, a Hong Kong merchant who obtained powers to build the line in 1883.
5. Bland (Great Britain).
6. Hungary, Saxony and South America.

YEO'S ARREST.

TRACED AFTER SEVERAL MONTHS.

TREASURY LOSSES.

Shanghai, Aug. 9.

Carvalho Yeo, a man of uncertain nationality but claiming to be Portuguese, was arrested in Shanghai yesterday morning by the Municipal Police on a warrant issued by the Hong Kong Court charging him with being concerned in the embezzlement of the sum of \$260,000 from the Hong Kong Treasury, by whom he was formerly employed. The arrest was made by Chinese detectives under Det.-Insp. James Hunter at the man's residence in Peking-road, where he has been living for some months.

Although known in Shanghai as Carvalho Yeo, the man is known to have several aliases including Young Tak and Wong Puk-chun. His arrest followed several months' surveillance of his movements in Shanghai and joint investigations by the Hong Kong and Shanghai police.

Recognised.

As a final act in the drama of his arrest, after the police had completed the case justifying his arrest, a foreign official of the Hong Kong Treasury came to Shanghai and identified Yeo as the man wanted by the Hong Kong police.

A claim for British nationality proving unavailing, Yeo claimed to be Portuguese but he was unable to produce papers to the Portuguese Consular authorities here to substantiate his case. Therefore, he will be taken before the Provisional Court when an application for his extradition to Hong Kong will be made.

Local Sensation.

The serious deficit from the Hong Kong Treasury, which is charged against Yeo, was one of the sensations in the Colony in January last when it became known that the Treasury had suffered a loss of \$260,000 as a result of passing of cheques bearing forged signatures.

Two Chinese clerks in the employ of the Treasury were arrested and it was charged against them that they together with other persons then not in custody, had conspired to defraud the Treasury of \$260,000 by the utterance of documents purporting to be Treasury cheques on the Hong Kong and Shanghai Banking Corporation. The specific amounts named were \$95,142, \$78,300 and \$36,965, the period during which the alleged embezzlement had been committed being between September 3, 1927 and January 7, 1928.

USE GAS AND COOK IN COMFORT.



A GAS COOKER ENTAILS A MINIMUM OF LABOUR AND EXPENSES CEASE THE MOMENT THE DINNER IS READY.

CALL AT OUR SHOWROOMS 16A, DES VOEUX ROAD CENTRAL AND INSPECT THE NEW MODELS IN GAS COOKERS.
HONG KONG & CHINA GAS CO., LTD.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre: "Paid to Love."
To-day—World Theatre: "Love 'em and Leave 'em."
To-day—Star Theatre: "Heaven on Earth."
August 16—Queen's Theatre: "13 Washington Square."
August 16—Star Theatre: "God Gave Me Twenty Cents."
August 16—World Theatre: "The Pottery."
August 17—Promenade Concert at Volunteer Parade Ground 9.15 p.m.
August 19—Return engagement of the famous juvenile dancers, Miss Cherie Valentine and Miss Tomasita Birdwell at Queen's Theatre, 9.20 p.m.
August 21—World Theatre: Charlie Chaplin in "The Circus."
Land Sales.
August 20—At P. W. D. Offices, Crown lands at Shamshui, and Mong Kok Tsui, 3 p.m.
Meeting.
To-day—Marine Engineers' Guild meeting at 67 Des Voeux Rd., 6 p.m.

QUEEN'S THEATRE

Additional Attraction

FOR ONE WEEK ONLY

Nightly at 9.20

COMMENCING

SUNDAY, AUG. 19th

RETURN ENGAGEMENT

OF

FAMOUS JUVENILE DANCERS

MISS

CHERIE VALENTINE

AND

MISS

TOMASITA BIRDWELL

In a series of

MODERN AND ECCENTRIC

DANCES.

Usual Prices.

Advance Booking at the

Queen's.

THE
BERLIN
CO., LTD.

WHOLESALE & RETAIL
CHEMISTS.

Where you can get a good
article at a cheap price.

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patent Medicines, Perfumes,
& Toilet Requisites, etc.,
of EXCELLENT
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TWO BLACK CROWS.

HAVE YOU HEARD THE "TWO BLACK CROWS," MR. WHOOP?
I'VE HEARD THOUSANDS OF THE LITTLE DEVILS!
(From Smith's Weekly, Sydney, N.S.W.)

Anderson Music Co. Ltd.

WILLIAMS & HUMBERT

Have you tried their famous
DRY SACK & WALNUT BROWN SHERRIES?

CALBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong).
Prince's Building. Tel. C. 75.

Ex S.S. President Adams
NEW STOCK OF
HAVANA CIGARS

HENRY CLAY.

Regentes	25's	\$11.25 per Box
Jockey Club	25's	9.50 " "
Londres Finos	25's	7.75 " "
Bouquet de Saloon	25's	6.25 " "

LA CORONA.

Coronas	25's	21.50 per Box
Half a Corona	25's	11.25 " "

EL AGUILA DE ORO.

Portenas Finas	25's	7.00 per Box
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TABAQUERIA FILIPINA
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THE QUEEN'S MOTOR BOAT CO., LTD.
Queen's Statue Pier.

MOTOR BOATS FOR HIRE
DAY and NIGHT.
MODERATE CHARGES.

Office:—64, Connaught Road C., 1st floor. Tel. C. 459.

Haig

TO OPEN: Remove cap and push upwards.
TO CLOSE: Replace cap and push down.

NEW BOTTLE SEAL
(NO CORKSCREW)
QUICK - CLEAN - SAFE

Nobody can put better Whisky into any bottle than that which goes into the Haig bottle.

Doctors are using it
Judges are using it
Sufferers from acidity find it preferable to any other stimulant

Sole Agents: GANDE, PRICE & CO., LTD.
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NO PERIODIC REFILLING
APPARATUS and CONTENTS will
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MOTHER TONGUE.

MR. BALDWIN ON THE OXFORD
DICTIONARY.

GREAT ENTERPRISE.

A dinner given by the Worshipful Company of Goldsmiths to the editors and staff of the Oxford English Dictionary to celebrate the completion of their fifty years' work on the book was the occasion of a witty and felicitous speech by the Prime Minister. Mr. Baldwin as reported in "The Times", pays high tribute to the labours of all who were associated in the task, and to the enduring worth of the Dictionary which will remain a monument to the English tongue and to English scholarship. The Worshipful Company of Goldsmiths has a just cause of pride in that it bore the expense of producing one of the volumes.

Mr. Baldwin, proposing the toast, said:—

I have spoken at many dinners—I have never been allowed to dine without speaking—but I have never risen under such a feeling of oppression and depression as I do to-night, partly by the weight of learning in this room and partly by the weight of the toast which I have to propose. I am expected in a few words to do justice to the merits of Professor Craigie and his co-editor and the staff, of 15,000 pages of literature, of 40,000 words, of 3,000,000 quotations, and 178 miles of type. Sir, not even Gladstone in the plenitude of his power and with the pomp of his participle could have done justice to that subject in anything less than a rectorial address; and I, who always endeavour to speak in monosyllables, am expected to cover 'one of that great man's postcards.

GENESIS OF THE WORK.
Professor Craigie has indeed stood by and helped to rock the cradle of our tongue, and has listened to the alliterative babbling of our ancestors in the nursery. He has watched that tongue through the ages, in its births, its marriages, and its deaths, and in its associations with foreign countries, and he has brought it up to the time when it is, as we have known it for long, the most efficient instrument that has ever been used by the tongue of man. I have not much acquaintance myself with tongues, nor have I had the opportunity of consulting our latest member of the Order of Merit, who, I have been told, is familiar with 179 Indian languages and 554 dialects, but those whose powers of comparison exceed mine—and they are many—assure me that English yields place to no tongue in its power of expressing human thought, except to the tongue of ancient Greece alone.

What was the genesis of this great work? It was this: it was the desire to record and to safeguard and to establish for all time the manifold riches of the English tongue. It was that desire that led a small group of men to lay the foundations of that structure whose completion we are celebrating to-night. It is half a century now since Dr. Murray had his first interview with the delegates of the Clarendon Press. That year is not without interest to me, for it was just about that time that the words "Prime Minister" began to creep into regular official use. It is forty-four years since the first part was published, and, as was said then, "with the assistance of many scholars and men of science."

"IN WHAT MOOD."

When I ask myself in what mood we are gathered together to-night I do not think I can express it better than it was expressed by the young man of Christ Church who, if reported truly by Bolingbroke, was overheard in his prayers acknowledging the Divine goodness in furnishing the world with makers of dictionaries. In the self-denying, lifelong labours of a succession of great scholars from Dean Trench to the present day,

we remember perhaps above all others Dr. Murray, Professor Craigie, and Dr. Onions. We remember with them the chief editors, the sub-editors, the voluntary readers, the assistants, the pressmen, and the compositors, and, under and above and around and behind all, the ancient and beneficent University of Oxford. These men whom we celebrate to-night, and for whom Professor Craigie will speak, have defined, they have pronounced, and they have illustrated all the words in our language. They have uncovered their origins; they have unwrapped and exposed mummies, and they have laid bare in their work the soul of England and the mind of our people for a score of generations—our great people in all aspects of life, in their labour, in their worship, in their play, in their pride, in their prejudice; are people sublime and sometimes ridiculous; our people in their prose and in their poetry, and every aspiration and idea and feeling that has clothed the living word and made it into the written symbol. Your work, Sir, has been achieved by the highest form of co-



Epson Downs, England.—The Prince of Wales, who was among the 500,000 spectators at the famous Epson Derby, which was won by "Feetstall," a 33 to 1 shot owned by Sir Hugo Cunliffe-Owen.

operative private enterprise, and except for the gift which I am happy to think, this great company made to Oxford, the whole of the great and necessary expense has been borne by Oxford. I wish I could think that the Government had had something to do with it. We had a little, through the Post Office. We carried millions of slips, and only lost one packet. Give us credit at least for that.

"CONFIDENCE."

Now I may make another confidence to you. You all remember how Betteridge in "The Moonstone" used to use Robinson Crusoe as his *Sora Virgiliana*. I have been using the Oxford Dictionary, and I began by trying pot-luck at the word "cabinet," and I read that "Cabinet councils are a remedy worse than the disease." Then this morning—and you will see the appositeness of this in a moment—I held a Cabinet from which some of my most prominent colleagues were absent, including, I may add, the Home Secretary. I opened my Oxford Dictionary, and what did I read? Under the head "Cabinet" this:

"To-day the Duke was forced to go to the races while the Cabinet was held." Then, trying to frame the policy for that great party of which I happen to be the leader for the moment, I look to see what Professor Craigie and his friends say on the word "Conservative." I have here a perfect guide to my conduct through the years: "Like a great English statesman, he was constitutionally conservative, but he had the tact to perceive the conditions under which, in critical times, conservatism is possible." Then I am going to use this at the next election: "Let no one presume to identify Conservatism with reaction." This I have kept from all my friends, but I will tell you to-night in confidence: "We find girls naturally timid, prone to dependence, but born Conservatives." I wish my critics would read this book! I confess that one glance at "politician" was enough: "1592, the Devil was so famous a politician that hell, which at the beginning was but an obscure village, is now become a huge city." That day I read no more. I would like to say, to compensate for the rather lengthy speech I am making, that I did make a few observations some time ago at a literary fund dinner about a book, and in a few hours it was sold out and had to be reprinted.

SPIRIT OF DEVOTION.

Now I have only one or two more observations to make. Lord Oxford not long ago said that if he were cast on a desert island, and could only choose one work, he would have the forty volumes of Balzac. I choose the Dictionary every time. I think that, like Ezekiel in the valley of dry bones, I should pray for the four winds to breathe upon those words, that they might emerge and stand upon their feet an exceeding great army. I could live with your dictionary, Professor Craigie. I choose it, and I think that my choice would be justified. It is a work of endless fascination.

Let me remind you of those words which Dr. Johnson used about the translators in his day, and which I think are apt to-day: "If the changes that we fear be thus irresistible... it remains that we retard what we cannot repel; that we palliate what we cannot cure. Life may be lengthened by care, though death cannot be ultimately defeated; tongues, like Governments, have a natural tendency to degeneration; we have long preserved our constitution; let us make some struggle for our language."

It is in that spirit of devotion to our language as the great and noble instrument of our national life and literature that the editors and the staff of the Oxford Dictionary have laboured. They have laboured so well that, so far from lowering the high standard with which the work began, they have sought to raise it as the work advanced. They have given us of their best. There can be no worldly recompense except that every man and woman in this country whose gratitude and respect is worth having, will rise up and call you blessed for this great work.

STANDARD OIL CO.

NEW SUBSIDIARY IN
VENEZUELA.

New York.—It is announced that the Standard Oil Co. in Venezuela has merged with the Creole Syndicate as the Creole Petroleum Corporation, with combined assets of approximately \$90,000,000. The corporation will operate entirely in Venezuela.

The Standard Oil Co. of New Jersey holds 3,025,000 shares of the total of 6,000,000 outstanding, and hence the Creole is the Standard's direct subsidiary. Mr. E. J. Stadler, director of the Standard Oil Co. of New Jersey, has been elected president of the new subsidiary, which owns 6,000,000 acres in Venezuela.



Secretary of Commerce and Mrs. Herbert Hoover, the Republican presidential nominee, accompanied by their son and daughter-in-law, Mr. and Mrs. Herbert Hoover, Jr., and their younger son, Alan Hoover, leaving the quiet Friends Church in Washington, D. C., after attending divine services. It is at this little church of Quaker faith that the Secretary worships. Only 350 persons can be seated at one time.

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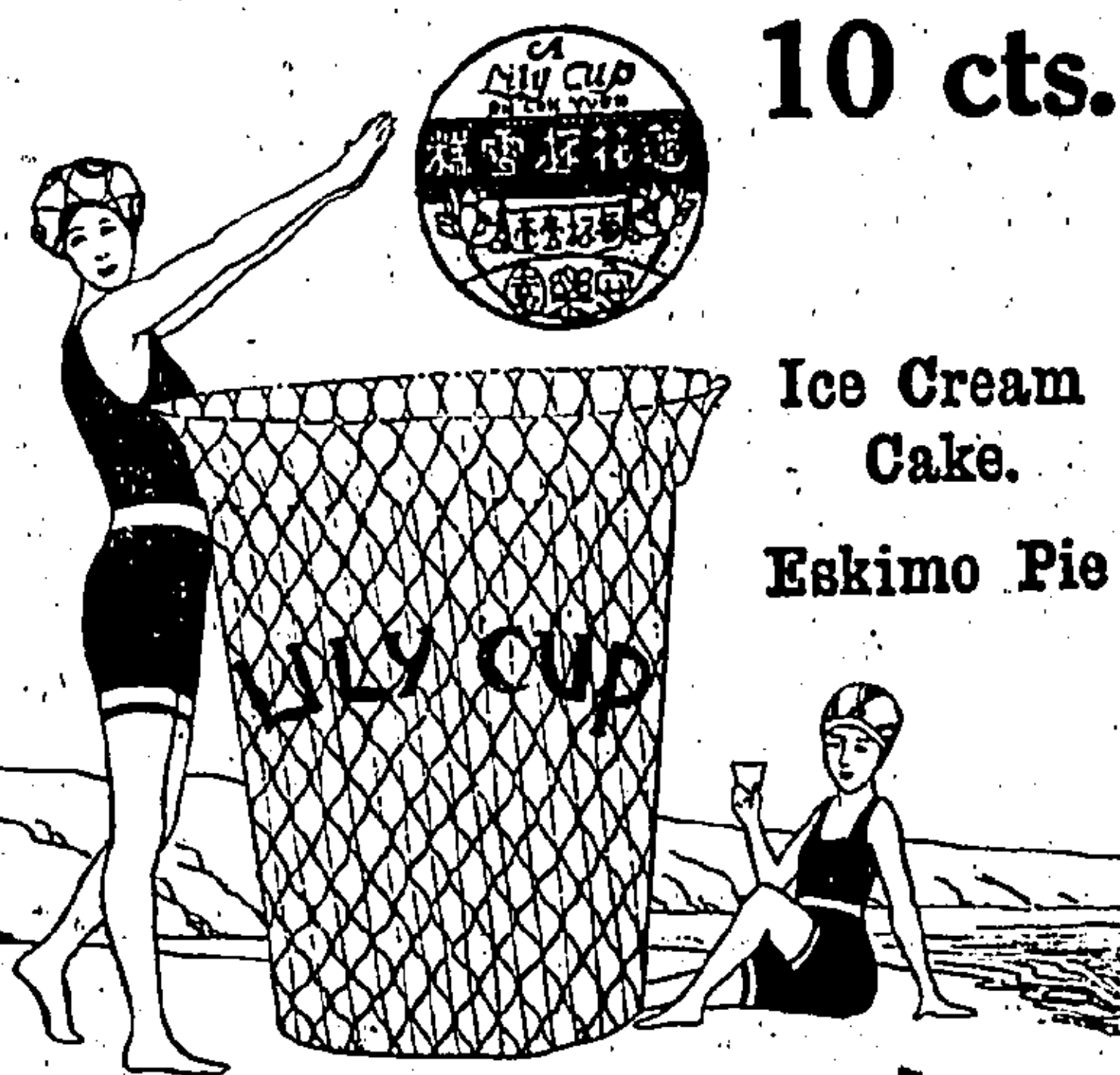
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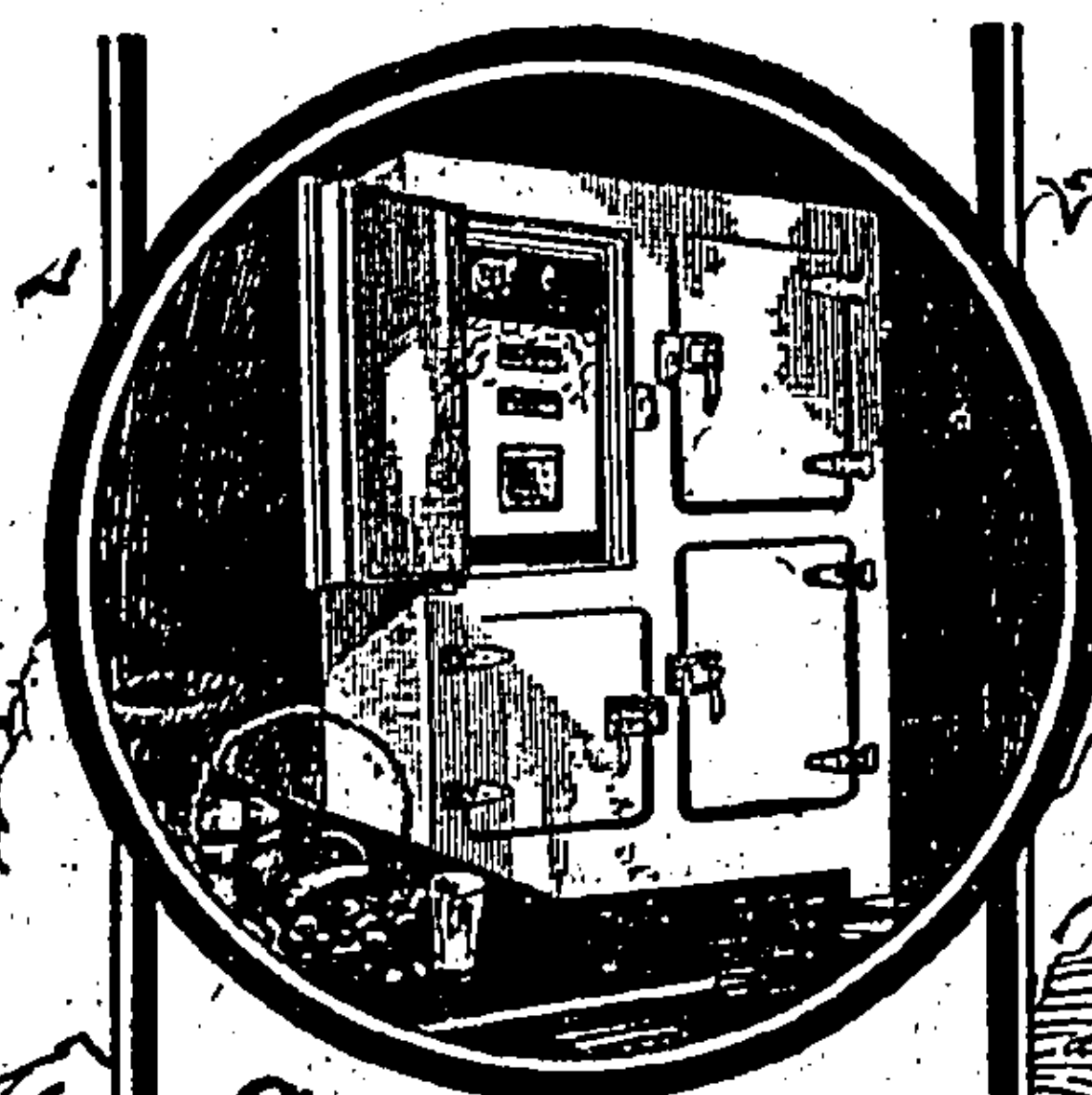
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Sport Columns

GOLF.

GIANTS OF THE LINKS.

MITCHELL AND DUNCAN.

One of the most fascinating subjects for sports lovers is that comprised by analysis and comparison of the styles of the Master Players.

The following article in the "Athletic News" symposium of famous exponents indicates the strength and the weakness of two of the greatest British golfers, Abe Mitchell and George Duncan.

It also shows how temperament leaves its mark on the work of these great tournament players.

To-day, I would write of Abe Mitchell and George Duncan, a very natural pairing, for they are great friends, and play together as often as possible.

Abe Mitchell, unlike the vast majority of professionals, made his name as an amateur. He once reached the final of the Amateur

FRANK BULLOCK.

FAMOUS JOCKEY RETURNING TO ENGLAND.

AS TRAINER.

Melbourne.—Frank Bullock, the famous ex-jockey, who retired from riding at the end of the 1925 season because of increasing weight and went back to Australia to train, is returning to England to set up as a public trainer.

Bullock, whose health is now restored, and who is selling his horses, expects to leave Australia within a month.

Born in Australia, Bullock was trained in his very early years by his father, a champion-rough-rider, and later he was apprenticed to J. Braver.

In 1905, in Australia, Bullock won the Melbourne Cup, the Hobart Cup, the Kalgoolie Cup, and the West Australian Derby.

In 1908 he went to Germany and was appointed first jockey to Reggie Day, who was then trainer of the Gracitz stud. He rode winners in the principal German races.

Bullock followed up these successes in England with Airship in the Manchester Cup, Xeny in the Goodwood Stewards' Cup, Diadumenos in the "Jubilee" Stakes, Son-in-Law in the Cesarewitch, Perseus in the Ascot Gold Cup, Buchanan and Craig-an-Eran in the Eclipse Stakes, and Saucy Sue in the One Thousand Guineas and Oaks.

literally, but they illustrate the point I wish to make.

THE MARK OF GENIUS.

Mitchell is too sensitive, too introspective, too nervy. He is popular with everyone, and we all wish that he could acquire some of the aggressiveness of Compston or the super-confidence of Hagen. The Open would not then go so regularly to America.

Duncan is totally different. There is nothing of the timid mouse about him. That he is a golfing genius, using the word in the sense customary understood, is beyond all question. None, perhaps, can discourse more interestingly on it. No one better understands its intricacies.

It is not perhaps too much to say that he could, if he wished, get a post as adviser and coach to the American professional cracks. They—and the crack American amateurs too—have a profound admiration for his golfing knowledge, practical and theoretical.

But Duncan has all the traditional handicaps of genius. He is uncertain, unreliable, erratic. He plays his shots with extraordinary speed and apparent carelessness, while his putting style is—unless he has changed it this year—a horrible thing, a matter of jerks and stabs.

When Duncan won the Open in 1920 it was fully expected that this would be but the first of several such successes. But, with the passing of years, Duncan has become more temperamental, more unreliable than ever, instead of settling down.

He is still capable of playing golf which none could hope to beat. None who saw it will forget a wonderful last round at Deal when he almost achieved the impossible to rob Walter Hagen of his Open title.

DUNCAN'S INSPIRATIONS.

Last year, he won the Irish Open with a final round which has been spoken of as perhaps the most amazing round which has ever been played. The tournament was contested under weather conditions which have never before been experienced for an important event. It rained, often in torrents, and blew almost literally a hurricane.

With three rounds played, Duncan was not even in the running. His own assistant, Jack Smith, was some fourteen strokes in front. And he was but one of many. Yet Duncan won the championship. He was round in the middle seventies when it was generally admitted that 90 was a very creditable score.

A few days later, he won the French title, again largely on account of one brilliant round.

That is Duncan in these days. He is never left out of the reckoning when big things are being considered. He might, at any moment, rise to supreme heights. The trouble is that he so seldom does, and never, in these days, over the full course of 72 holes.

There is nothing of the machine about Duncan's golf. He plays by inspiration. And real inspiration comes to man only rarely, almost two points of view to be taken too, reluctantly.

SCIENCE & PRESS.

HOW THE NEWSPAPER OF THE FUTURE MAY DEVELOP.

MAJOR ASTOR'S VIEWS.

At the annual dinner of the Newspaper Society, which represents the Press of the United Kingdom, with the exception of the London daily and Sunday newspapers, Major J. J. Astor, M.P., proposing the toast of the evening, recalled that the organization was born in the rather remote days of William IV., when newspapers were trying to free themselves from repressive taxation, and when newspapers were such "stodgy" productions that they deserved taxation. Papers had been made gradually brighter with pictures, competitions, and cross-word puzzles, and the modern news service had reached such a pitch of perfection that the only improvement seemed to lie in giving an account of events before they happened. The public had at last discovered that it was perfectly respectable, and probably very profitable to advertise. Throughout the long and honourable existence of the society the profession of journalism had risen in dignity and emolument.

How far, asked Major Astor, was this brightening likely to go? It had been said that science was on the side of big circulation, and any new invention or discovery was bound to affect so sensitive an instrument as a modern newspaper. Already photographs were telegraphed from one place to another, and presently it might be telegraphed in such a way as to impress itself on the metal at a distant station, so that they might be able, from a headquarters office, to print simultaneously in different parts of the country.

"GIVEN AWAY."

REMARKABLE DOCUMENT REGARDING A WIFE.

A remarkable agreement alleged to have been made by a petitioning husband and a co-respondent was read. It was as follows:—

"I, Frank Charles Henley, herewith, freely give my wife, Helen Maria, and the three children, Gladys, Elsie and Doris, to Vernon Markley on the signed agreement to keep them from this date and for ever, and I will not molest them in any way."

The King's Proctor intervened to show cause why a decree nisi granted to Mr. Henley, a Leatherhead barman, last July, should not be made absolute.

Mr. Henley obtained a divorce because of the adultery of his wife with Mr. Markley, a builder's manager, formerly of Barn Ridge, South Nutfield, Surrey. The King's Proctor now alleged that the adultery had been connived at by the agreement entered into by Mr. Henley and Mr. Markley.

The agreement was signed by Mr. and Mrs. Henley, and by Mr. Markley and witnessed by a woman named Mrs. Florence Clarke. On the document was fixed a half-crown stamp.

Mr. Henley contested the intervention, and asserted that his signature to the agreement had been secured by a trick.

Mr. Justice Hill said he thought that the petitioner was a dull-witted man, but it was quite impossible to believe that he signed the document without knowing its contents. He could not believe that the petitioner thought that it was a document merely relating to the youngest child.

He must find that Mr. Henley had condoned the adultery of his wife, and had assented to its continuance. Consequently the intervention succeeded, the decree nisi would be rescinded and the petition dismissed.

MR. EDGAR WALLACE

GERMAN "BARON" HAS A LITTLE JOKE.

AN ADVENTURE.

Berlin, July 3. Mr. Edgar Wallace, who is staying in Berlin, has related an amusing little comedy in which he was an unwitting actor this morning. Even he could hardly have invented a better.

Yesterday a gentleman (whom we will call Mr. X), of immaculate appearance and engaging address, sought and obtained an audience of Mr. Wallace at his hotel. He said he would be sorry if Mr. Wallace left Berlin without seeing the most noteworthy sights of the city during his stay, and proffered assistance.

Had Mr. Wallace, for instance, been invited to view the criminal museum at the Police Presidency? No? It was a scandalous over-



The "Lindbergh" orchid grown by Joseph Manda, veteran florist, who has refused an offer of \$1,000 for the bloom. The orchid is a distinct species of bloom and according to Mr. Manda, it takes from five to seven years to mature. He is also the florist who raised the celebrated "Mary Pickford" orchid several years ago.

sight, which Mr. X, "as an expert in criminal matters," would like to rectify.

He made an appointment for this morning, and duly conducted Mr. Wallace to the Police Presidency, where Mr. Wallace was received, to all appearances, with all friendliness by all the leading officials.

He was shown through the criminal museum and was highly impressed and enlightened by what he saw. Having seen everything, he took ceremonious leave of the police and rejoined his guide, philosopher and friend, waiting in the corridor.

Mr. X, then astonished Mr. Wallace by revealing that he (Mr. X) was none other than "Baron Egloffstein-Oertel," who has served six years in prison for frauds of the subtlest and most romantic refinement. He lamented his enforced unemployment due to social prejudices against ex-prisoners, and finally took polite leave of Mr. Wallace, who, if he cares to search the judicial records of Berlin during the last four years, will find that the "Baron's" history could supply him with unequalled material for many detective romances.

MOTOR-CYCLES.

INCREASED BRITISH EXPORTS TO GERMANY.

Berlin.—There has been a highly satisfactory expansion of the sales of English motor-cycles to Germany during the current year, which may be expected to be further increased by the brilliant performances of the English machines in the "Grosser Preis" on the Nurburg Ring.

In the first five months of 1928, 2,669 English motor-cycles have been brought into this country out

WINDOW-CLEANERS.

NO PROVISION TO PROTECT LIFE.

SAFETY BELTS.

The dangers attending window cleaning in the high city buildings of Manchester came before the Manchester City Coroner and a jury at the inquest on Leonard Roach (26), of Chapel Street, Ardwick. Mr. Hird, Inspector of Factories, attended.

Stanley Kellatt, foreman, said he was working with Roach on a Wednesday forenoon. He was cleaning the inside windows of the same floor, and did not see what happened.

The Coroner: Had you any lifebelts with you?—No. We never use them at that particular shop because there are no appliances to which we can attach them. The belt must be fixed on the outside. To do it inside marks the furniture.

Mr. Hird: You mean, in effect, that during the greater part of your work you never use your lifebelts?—That is so.

What sort of appliances are you thinking of?—Hooks to which we can attach the belt to be driven into the wall or the frame of the window. There are only two buildings in Manchester that I am aware of where the belt can be fixed.

The Coroner: Can you say when you last used a belt?—No, I have taken them with me but never used them. I have been cleaning city windows over three years.

A sample of the newest life-saving window-cleaning belt was brought into court, and Mr. Newton, managing director of the window-cleaning company with whom Roach was engaged, explained its working to the Court. In answer to the Coroner he said that in 999 cases out of 1,000 the belts, which were the latest things in life-saving appliances for this particular class of work, could not be used because there was no provision for attaching them.

A By-Law Needed.

Mr. Hird: Have you consulted your customers on the matters?—Scores of times. I interviewed the late Alderman Box, chairman of the Manchester Corporation Works Committee, and he expressed the view that it would need a by-law to make it compulsory. It would seem to be matter for the architects in the meantime. Our customers say, "You take the risk, and that is the end of it." There is one building 190ft. high with a polished sill. In that case the belt is attached to a radiator inside.

The Coroner: Do the men dislike using the belts?—Yes. We provide them, but they do not care to carry them about because it hampers them in their work and they know the difficulty of attaching them.

Mr. C. W. W. Surridge said the matter called for urgent consideration on the part of those who employed window-cleaners. That there should be appliances to attach a hook to was obvious.

The jury returned a verdict of accidental death, and added that there should be some sort of attachment to windows to which safety belts could be fixed. In the opinion of the jury such provision ought to be made compulsory.

Mr. Surridge: I will see that your resolution will be forwarded to the proper quarters.—"Manchester Guardian."

of a total import of 4,346 machines (valued at £215,000). In the corresponding period of last year the total number of machines imported was only 2,761, of which England supplied 1,523.

The number of motor-cars imported this year has been 7,378 (valued at £1,550,000), against 5,570 (valued at £1,380,000) in the first five months of 1927, America being responsible for the increase.

BY MOTOR BOAT.

MISS CARSTAIRS HOPES TO DO IT.

ATLANTIC IN 50 HOURS.

Miss M. B. Carstairs, the British motor-boat enthusiast, hopes to break all records of navigation by crossing the Atlantic from Ireland to New York in 50 hours. The fastest liners take more than twice as long.

For months past Miss Carstairs has been studying the complicated route, and consulting experts about the design of the extraordinary motor-boat she intends to use.

The boat, which is now being built, will probably start from Valentia in August, after a long ocean trip of 600 miles to test speed, sea-going qualities, and petrol consumption under the kind of conditions it will have to face in the Atlantic.

The Obstacles.

The boat is a beautiful craft 70 feet long, with a bow as sharp as a razor. It will probably be driven by two 450-horse-power engines, and at full speed she will skim over the surface at nearly 60 m.p.h. Even at half speed the first twenty feet of the hull will be clear out of the water.

The only limit of her cruising range is the enormous quantity of petrol which will be consumed by the giant engines.

Because of this Miss Carstairs will probably not steer straight for New York. She will make for St. John's, Nova Scotia, where she will refuel and have a rapid overhaul of the engines before going on to New York. A special staff will be waiting at St. John's so that no time may be wasted.

The obstacles to success are prodigious. Apart from the risk of a failure of the engine or the boat, the Atlantic itself provides three terrors—its waves, its fogs, its ice floes.

Seaworthiness is the most vitally important attribute of the vessel. She will probably skim over the long Atlantic rollers smoothly.

The greatest obstacle would be a short, steep sea which might cause her to drive over the top of one wave into the heart of the next one. That would mean, almost certain death to all on board, who are expected to number five or six.

Riding a Storm.

If there is fog, the crew will have one great advantage over the watchers on a liner's bridge. They will be very close to the surface of the water, where visibility is far better than 30 or 40 feet above.

If the boat is unlucky enough to encounter a really bad storm, the idea of a record will have to be sacrificed. The boat will have to weather it out by floating to a sea-anchor, a canvas drag, resembling a large bag, which is dropped overboard and attached to the boat by a rope. This will keep her head to the wind, so that she will ride over the waves which would swamp her if she were broadside on to them.

The crew will have lifebelts, and there will probably be a line of throwing rocket pistol so that if the worst comes to the worst the crew could be taken on board a big ship by means of a breeches-buoy.

A small wireless set, with a range of about 100 miles, will be carried.

PURDAH SYSTEM.

GIRLS DOOMED TO EARLY DEATH.

"Between the ages of 15 and 20 years, for every boy that dies of tuberculosis, six girls die," states the Health Officer of the Calcutta Corporation in a recent report.

Referring to the reason for this appalling mortality the Health Officer states:—"I am convinced that it is the retention of the purdah system in the densely populated gullies of a congested city that dooms so many young girls to an early death from tuberculosis. In less densely populated areas, where detached houses with compounds are possible, the purdah system could be adhered to without seriously affecting the health of the inmates of the zenana."

"In a great city, it is difficult to secure absolute privacy without shutting out light and air, as houses in narrow lanes and gullies are almost certain to be overlooked. Consequently the zenana is usually situated in the inner portion of the house, ill-lighted and ill-ventilated, but effectually screened from observation."

"Another very important factor in the etiology of tuberculosis among girls and young women is early marriage, which subjects immature females to the strain of repeated pregnancies and prolonged periods of lactation."

"TONGUE TWISTER."

DRUNKENNESS TESTS FOR A TAXI-DRIVER.

"ABSOLUTELY UNFIT."

Giving evidence at Bournemouth Police-court recently in answer to a charge against him of having been drunk whilst in charge of a motor-car, Henry Hubert Marsh, taxi-driver, Granville-road, Bournemouth, stated that at the police-station he repeated to a doctor who had been called at his request:

"This is the noble scion of brutality that disturbed the equanimity of the female creature of the feline species that annihilated the obnoxious vermin that masticated the fermented grain that was deposited in the domiciliary edifice of John."

Defendant also stated that he did a gymnastic feat on a chair which would be impossible for a drunken man, that he balanced a cigarette paper on his nose, and spelt such words as rhododendron and chrysanthemum.

Police-inspector Dore said the doctor, after a long examination of the accused, said he was absolutely unfit to be in charge of a motor-car. Asked as to defendant's statements, the inspector said Marsh made some attempt to repeat a long sentence, but neither witness nor the doctor could understand it.

Defendant, who had a previous conviction against him for a similar offence, was fined £10 and his licence was suspended for twelve months.

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Gold Leaf, 100 fine (per tael) —

Sovereigns (Bank's buying rate) 9.60
Silver (per oz.) 27 3/16

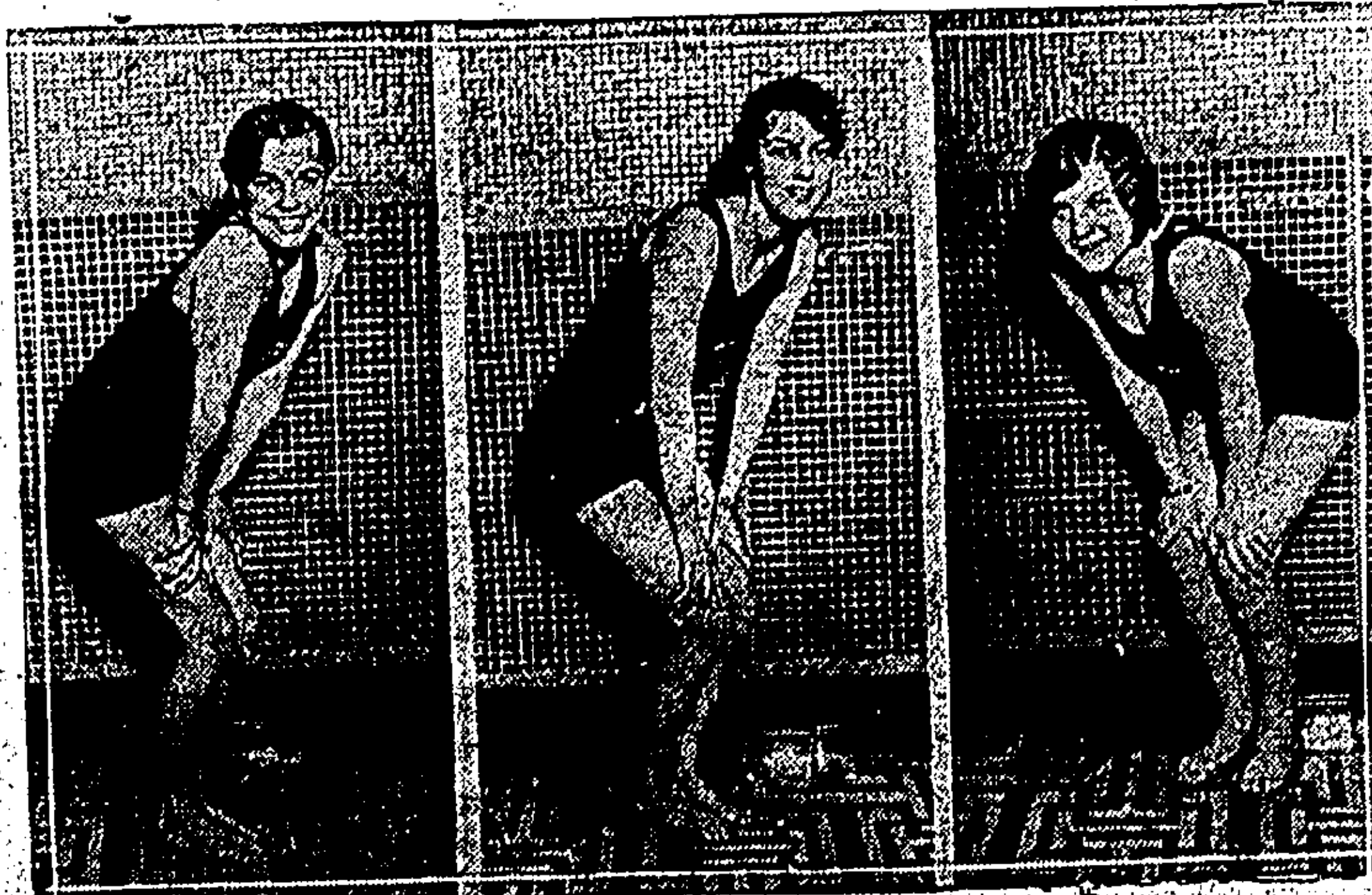
Bar Silver in Hong Kong 4 1/2 % prem.
Chinese Copper Cash nom.
Chinese Copper Cents 6 % prem

Rate of Native Interest 7 % p.a.
Chinese Sub. Coin 29 % dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.
Paris 124.25
New York 48.5 11/32
Brussels 34.90
Geneva 25.22
Amsterdam 12.10 1/2
Milan 92.80
Berlin 20.875
Stockholm 18.13
Copenhagen 18.19
Vienna 84.405
Prague 168 1/2
Helsingfors 193
Madrid 29.085
Lisbon 24
Athens 875
Bucharest 797 1/2
Rio 5 29/32
Buenos Aires 47 7/16
Bombay 1/5 29/32
Hong Kong 2/0 1/2
Yokohama 1/10 9/32
Silver Spot 27 3/16
Silver Forward 27 1/4

—British Wireless Service.



Blairdell Lodge, New York.—Left to right: Eleanor Holm, Ethel McGarry, and Miss Lindstrom, three young stars of the Women's Swimming Association who set new marks. In the backstroke of 300 meters, both Miss Holm and Miss Lindstrom broke the world's record of 5:00 4/5. Miss Holm setting a new mark of 4:52 3/5, while Miss Lindstrom made it in 5:01 2/5. In the 200-meter swim Miss Holm also set a new world's record of 3:15 2/5, the old mark being 3:15 4/5. Miss McGarry broke a national record of 2:23 1/5, an year's standing by swimming the 1500-yard free style in 21:57 4/5, breaking the old record of 24:23 1/5.

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GENTLEMEN
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AND
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ISLAND "BATTLE."

10,000 SHOTS FIRED IN A
CRETE WAR.

OVER SHEEP.

Vienna, July 1.

News of the outbreak of a little island war, which escaped the attention of diplomats, reached Athens to-day. Happily the same cable reports that hostilities have ended with the loss of one man killed and a gendarme and a woman wounded. Ten thousand shots were fired.

The commander of the garrison in Crete cabled to the Greek Government the story of "The War of the Sheep," as follows:—

"Inhabitants of the village of Karanosephida concluded a period of strained relations with the neighbouring village of Lakko by a midnight raid without a declaration of war. A detachment of Karanose-



John Coolidge, son of President and Mrs. Calvin Coolidge, in his cap and gown after receiving his diploma at Amherst. Rumors are still persistent that John Coolidge will shortly announce his engagement to Miss Florence Trumbull, daughter of the Governor of Connecticut.

aphidians carried off five sheep while the Lakkoians slept. The offence was serious, because sheep form the sole means of livelihood of both villages, and the rearguard of the raiders was therefore stopped, arrested, and lodged in the Lakko prison.

Counter-Attack.

"When the raiders returned and reported the loss of three men captured, half of the population of Karanosephida counter-attacked, released the prisoners, and returned with them in triumph.

"Lakkoians awoke to discover the prison empty, and decided on stern measures. The mayor mobilized the entire population of 400 men, armed them, and marched on the treacherous Karanosephidians. The efforts of three local gendarmes to stem this martial ardour were brushed aside. The Lakkoian levies occupied the hillocks surrounding the enemy village during the night, and when day broke poured a devastating fire into the Karanosephidians.

"The besieged villagers, from the shelter of their cottages, returned the fire, and the battle lasted the entire day.

The Cretan commandant's official report states that the opposing forces expended 10,000 rounds of ammunition before hostilities could be concluded. He was obliged to employ infantry, cavalry, and gendarmes in mobile columns, and finally to bring up a battery of artillery and cover both villages before peace could be restored.

Mr. William Huntly, a lifeboatman who had assisted in the rescue of many lives from shipwrecks, has died at Dunbar, aged 83.

The police set a speed trap for motor-coaches near Lee Green, S.E., and a number bound for Margate, Ramsgate, and Dover were timed.

WOMEN'S MILLIONS.

ADMINISTERING GREAT MEN'S FORTUNES.

"SIX-MILLION WIDOW."

London, July 5.

The portraits of the wealthiest women in England, to which those of Lady Yule and Miss Yule can now be added, would form a wonderful golden gallery of beauty.

No woman in the country has yet made £1,000,000 by her own efforts. Nearly a dozen women, however, have inherited vast fortunes and great estates from men.

These women are by far the most interesting to many members of their sex. The woman who is famed for her beauty, the one who has achieved great things, and her sister who is socially eminent are not half so fascinating to the great multitude of their less fortunate sisters as the woman who wields tremendous wealth.

"Money to Burn."

It is partly the idea that these women can buy all the luxuries they want and still have money to burn that makes them so attractive; but it is also the mystery of how they manage their affairs that causes them to be so interesting. Do they understand all the highways and byways, the short cuts and blind alleys that they find lurking along that difficult avenue of finance which they have to study?

One of the most beautiful of England's richest heiresses is Lady Louis Mountbatten, who married the son of the late Marquis of Milford Haven. When her grandfather, Sir Ernest Cassel, died, she inherited a fortune of more than £2,000,000.

The heiress whose inheritance caused the most discussion is Lady Houston, sometimes described as the "six-million widow." Lady Houston, who is extremely fond of yachting, remains at sea for long spells when she is absent from her home at Hampstead.

Famous Jewels.

Lady Ludlow, who inherited £1,000,000 and Bath House, Piccadilly, from her first husband, Sir Julius Wernher, is famed for her jewels. Some of these, with some valuable antiques, recently were the object of a skilful robbery.

Viscountess Rhonda, inheritor of her father's fortune and title, is one of the busiest of the "wealthiest women." She is director of many companies, a shrewd woman of business, and has expended much time and money in championing the cause of her sex in the House of Lords.

Another wealthy woman is Lady Hudson, formerly Lady Northcliffe, whose second husband was Sir Robert Hudson, the Great Red Cross organizer. Lady Hudson inherited a considerable fortune from her first husband.

Prominent among the richest young women is Baroness Ravensdale, daughter of the late Marquis Curzon of Kedleston, and heiress to the Leiter millions. Baroness Ravensdale, tall, dark, and striking-looking, is a capable speaker and an ardent champion of women's rights.

INDIAN ARMY CHIEF.

NEWSPAPER PROPHECY REFUTED.

London, July 9.

In the House of Commons Mr. J. S. Wardlaw Milne (Conservative) asked whether an enquiry had been held into the equipment and general preparedness for war of the Army in India, and whether, as a result, changes were contemplated.

Earl Winterton replied that there was no foundation for the statement published in an Indian newspaper that a change of Commander-in-Chief in India could be expected shortly.

He assured the House that the Commander-in-Chief enjoyed the full confidence of His Majesty's Government and the Raj.

Mr. Eugene Ramsden, M.P. for North Bradford, raced by taxicab, train, and motor-car against 500 pigeons from London to Bradford and beat the first bird home by nearly 15 minutes.

OVER NIAGARA.

DARING CANADIAN'S LIFE IN THE BALANCE.

A RUBBER BALL.

Toronto, July 4.

John A. Laussier, the French-Canadian, went over Niagara Falls to-day in a large rubber ball. The ball was recovered from the river below the falls, but Laussier was unconscious. Doctors are working in an effort to save his life.

The police made every endeavour to prevent the attempt. It was announced that if Laussier descended safely he would be arrested immediately on landing.

The walls of the ball are three feet thick and the space inside is six feet in diameter, while let into the walls are thirty-two oxygen compartments.

Thousands of persons had gathered



Captain Emilio Carranza, the Mexican "Lindbergh," who recently made a record-breaking flight from Mexico City, Mexico, to Washington, D. C., married only by his forced landing near the end of his flight. He used a Ryan monoplane a counterpart of Lindbergh's "Spirit of St. Louis."

ed at all points of vantage to witness Laussier's attempt. They held their breath as the ball gradually gathered speed in the current, and finally was thrown hither and thither by the foaming waters.

It was soon lost to view in the dense spray, and shortly afterwards was seen tossing about in the cataract, and then the throng of spectators let out a mighty shout as they caught a glimpse of the ball in the rapids below.

William Hill, the expert life-saver whom Laussier had engaged to wait for his arrival, was able to reach it, and he towed it to the Canadian side.

A very rich man had married a beautiful woman, who, unfortunately, was beneath him socially.

They were about to attend a big dinner, and the husband gave her a few words of advice before starting.

"Just be yourself and everything will be O.K.," he said. "Don't try to be clever whatever you do."

During the dinner at a moment when the rich man's wife was resting her chapped hands on the table, there came a lull in the conversation.

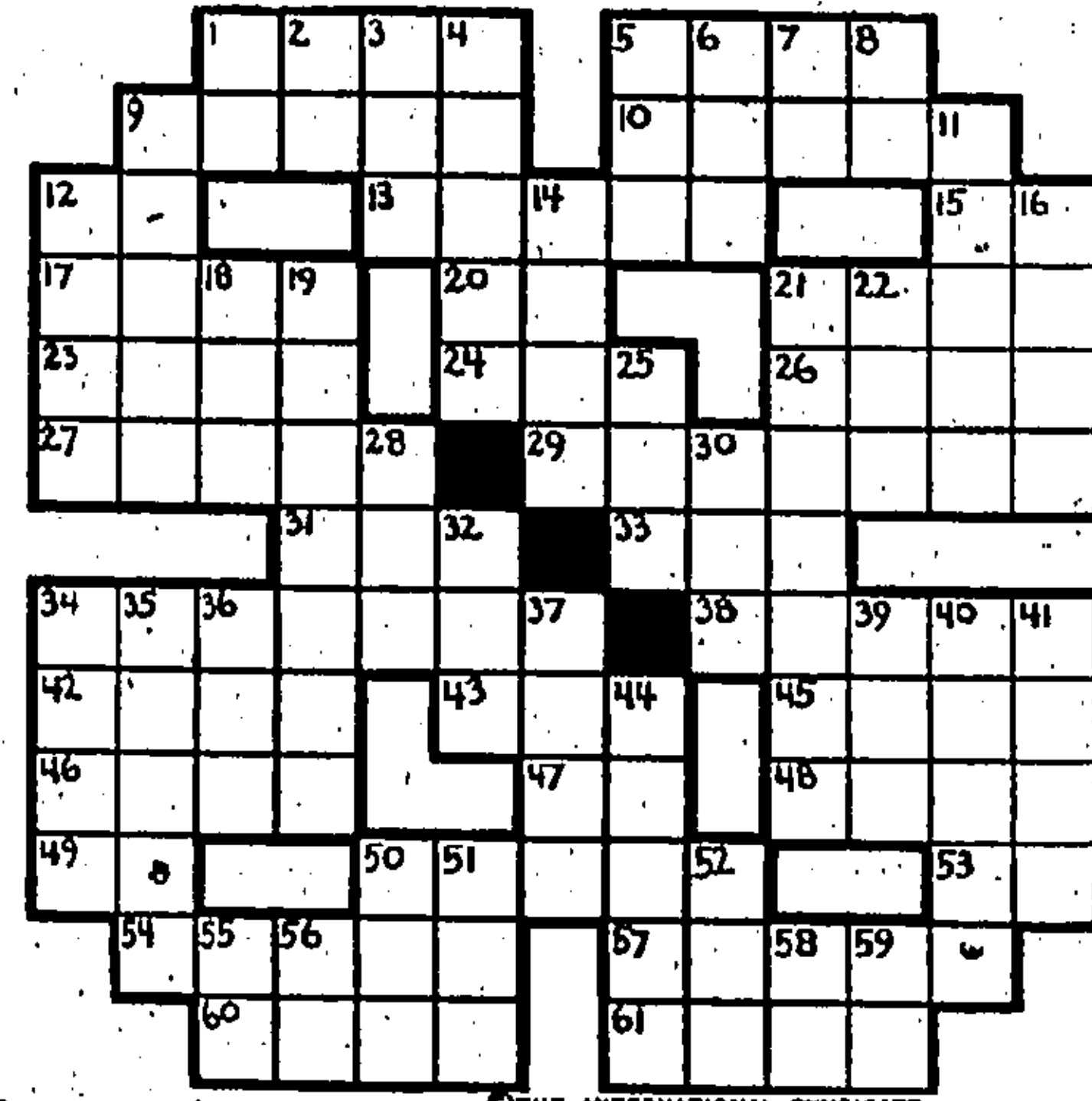
"Awful pause," remarked the man by her side, with a smile.

"And so would yours be," snapped the other angrily, "if you'd worked at a wash-tub all day for five years, like I did before I was married!"

A Bill promoted by the Mersey Docks and Harbour Board for various powers has been passed for third reading by the Unopposed Bills Committee of the House of Commons. The Board asks for extension of time, until 1940, for the completion of certain dock works that have been in progress for many years on the Liverpool side of the Mersey. The Bill also asks for additional borrowing powers for these works for £2,500,000.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL WINDICATE.

HORIZONTAL

- 1-Minerals
- 5-Fondles
- 9-Motionless
- 10-Escape
- 12-Conjunction
- 13-Rank
- 15-Man's name (abbr.)
- 17-Unit of distance
- 20-Public notice in newspaper
- 21-A few
- 23-A goddess (Egyptian)
- 24-Humor
- 25-A double
- 27-The ones nearest
- 28-Gifts
- 31-Self
- 33-Foot of an animal
- 34-Oscillator
- 35-Billows
- 42-A mineral
- 43-Drive out
- 45-Irritate

HORIZONTAL (Cont.)

- 46-Stare
- 47-Musical note
- 48-Take out
- 49-Pronoun
- 50-Rhythms
- 53-Printer's measure
- 54-Sweet substance
- 57-Consumed
- 60-Rod
- 61-Twirl

VERTICAL

- 1-Proposition
- 2-Musical note
- 3-Unit of work
- 4-Stalk of grain
- 5-Tablet
- 6-Girl's name
- 7-Toward
- 8-Musical note
- 9-Native Celtic language of Ireland
- 11-Resign
- 12-Discard

VERTICAL (Cont.)

- 14-Entrance
- 15-Low haunts
- 18-Prevaricate
- 19-Perfume
- 21-Ship officer
- 22-Possess
- 25-Rap
- 28-Urge
- 30-Statute
- 32-Over (contracted)
- 34-Store away
- 35-Salary
- 36-Sick
- 37-Plentiful
- 39-Content
- 40-Girl's name
- 41-Appeal
- 44-Engagements
- 50-Clum
- 51-Mineral
- 52-Undermine
- 55-Toward the top
- 58-Leave
- 59-Musical note
- 60-Printer's measure

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

WATER SUPPLY.

Level and Storage of water in Reservoirs on August 1, 1928:—
CITY AND HILL DISTRICT WATER WORKS.

	1927	1928
Tytam	L. 25' 7" B	
Tytam Byewash	L. 19' 9" B	
Tytam Intermediate	L. L.	
Tytam Tuk	L. 1' 0" B	
Wong Nei Chung	L. 26' 9" B	
Pokfulum	27' 0" B	
	65.00	11.00

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

	1927	1928
Consumption	330.23	317.06
Estimated population	418,640	423,960
Consumption per head	25.7	24.1

Full Supply in all Rider Main Districts during July, 1928, from 1st to 11th. Inter-mittent Supply in all Rider Main Districts West of Eastern Street only from 12th to 14th and intermittent Supply in all Rider Main Districts West of Garden-road from 15th to 31st July.

KOWLOON WATER WORKS
LEVEL.

	1927	1928
Kowloon Reservoir	L. 2' 10" B	
Shek Lai Pul Reservoir	do. 0' 2" B	
Reception Reservoir	do. 4' 2" B	

Storage in millions and decimals of gallons.

	1927	1928
Kowloon Reservoir	352.50	323.55
Shek Lai Pul Reservoir	100.80	115.42
Reception Reservoir	—	22.57

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

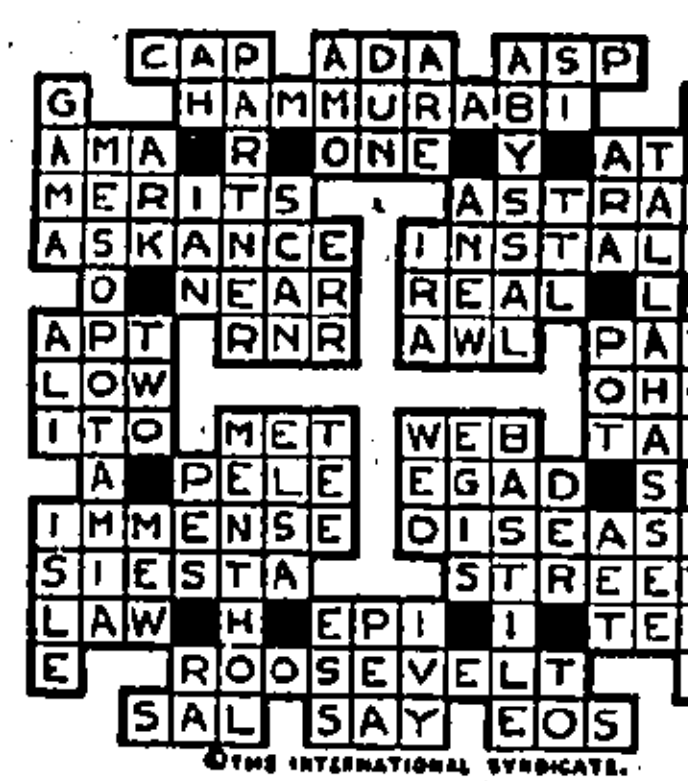
	1927	1928
Consumption	453.30	461.55
Estimated population	401,080	406,120
Consumption per head	21.3	22.9

Full Supply in all districts during July 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to July 31, 1927, 72.18; July 31, 1928, 63.06.

YESTERDAY'S SOLUTION.



STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during August, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
August	a.m.	p.m.
16	6.01	6.54
17	6.01	6.53
18	6.02	6.53
19	6.02	6.52
20	6.02	6.51
21	6.02	6.50
22	6.03	6.49
23	6.03	6.49
24	6.03	6.48
25	6.03	6.47
26	6.04	6.46
27	6.04	6.45
28	6.04	6.44
29	6.04	6.43
30	6.05	6.42
31	6.05	6.41

Consumption

Estimated population

Consumption per head

Full Supply in all districts during July 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to July 31, 1927, 72.18; July 31, 1928, 63.06.

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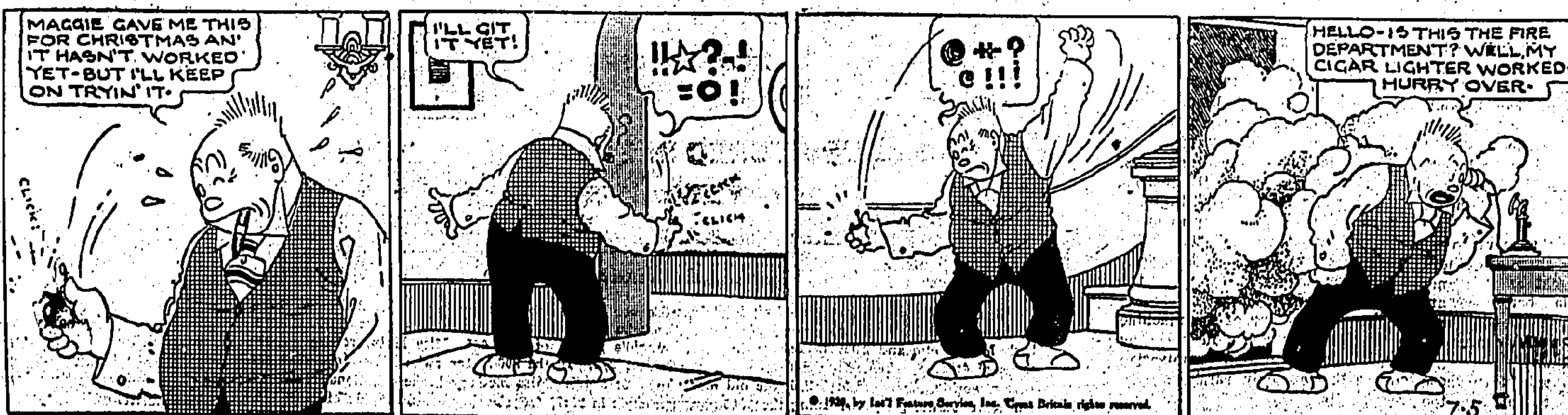
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"WITH IRON RODS."

AMAZING LETTER IN A CALCUTTA NEWSPAPER.

"STATESMAN'S" COMMENT.

Calcutta, July 14.

In an editorial on the Belur railway disaster, the "Statesman" says:—"Hard upon the tragedy at Belur comes a new and ghastly horror. For three days the Indian Press contained suggestions that the accident was the fault of the railway authorities and that although the Punjab Mail passed safely over the line two hours earlier, the permanent way was in such a deplorable con-

dition that the engine could suddenly dash violently from the line and turn a somersault."

Continuing, the paper says:—"Yesterday morning there was a new and terrible horror. 'Forward' published two letters, such as we imagine never before appeared in the Press of Calcutta. The first is signed 'A Real Horrified Spectator,' who declared that along with much else, 'the wounded were being searched and killed—mind you, killed, not saved. Where a cry arose a Sahib (European) came with a light, and somebody delivered a heavy blow, and an Indian spoke no more. All the wounded and dying were heaped into a wagon.'

"At any rate the matter must be investigated forthwith," says the paper. "It is far too serious to be treated with silent contempt."

[A later message states that legal proceedings have been commenced against the editor of "Forward" for publishing untrue statements.]

Appeal to Labourers.

Madras, July 13.

Mr. Percy Rothera, the Agent for the S. I. Railway, has addressed another conciliatory open letter to the railway labourers, agreeing to their demand for an extension of time for voluntary resignation.

On the question of increased wages, Mr. Rothera states that the present wages, speaking generally, are higher than the pre-war level.

While agreeing that contented labour is an asset to the company, the Agent warns them against a strike, which would deprive the men of their wages.



Brig. Gen. Joseph C. Castner, U.S.A., commanding the 15th Infantry troops now stationed about Tientsin, China.

The Spanish Cabinet has approved a decree conferring the Plus Ultra medal on Captain Roald Amundsen, who has been lost in the Arctic while searching for General Noble.



A HALO FOR HUBBY

When he comes down bright and early, hungry for his breakfast and cheery at the prospect of a good day's work! Taken when needed, Pinkettes promote domestic harmony, for they correct liverishness, stimulate the appetite, aid digestion, ensure morning regularity, thus banishing the causes of frowns and gloom. Your chemist sells Pinkettes, the dainty little gentle-as-nature laxatives, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

"Be Quick! Hit Him!"
"He says that he 'could hear the heavy thuds of blows being delivered and the cries were diminishing. At quick intervals I could hear the voice of a Euro-

KING OF FASHION.

POIRET SAYS HE IS NOT NECESSARY.

SO ABDICATES.

Paris will soon lose one of her most familiar personalities in M. Paul Poiret. He is severing himself from the world of fashion over which he has held sway for so many years, and is retiring to the country.

"My work is over: I am no longer necessary," he said when he was in his beautiful apartment in the Avenue Montaigne, where already furniture removers are at work, and priceless trea-



V. V. Schmidt, People's Commissioner for Labor of the Soviet Russian Government, who has done much to promote the labor conditions of Russia and put that country on a staple basis.

asures of art, which once adorned the rooms, stand in packing-cases.

"I am leaving a Paris which is no longer the Paris I have known. I shall go into the country, where I have bought an old chateau surrounded by fairy-like gardens.

"Paris has become like a holiday resort, filled with foreigners of every nationality. The woman of to-day has lost the art of dressing beautifully. She does not pay the same attention to clothes. She puts her faith in beauty treatments and the care of the coiffeur.

"The sweater and the sports suit have replaced the lovely creations of the past. Modern clothes are practical, probably because women themselves are more practical, go in for sports, and think more of the comfort of their dresses than of their elegance."

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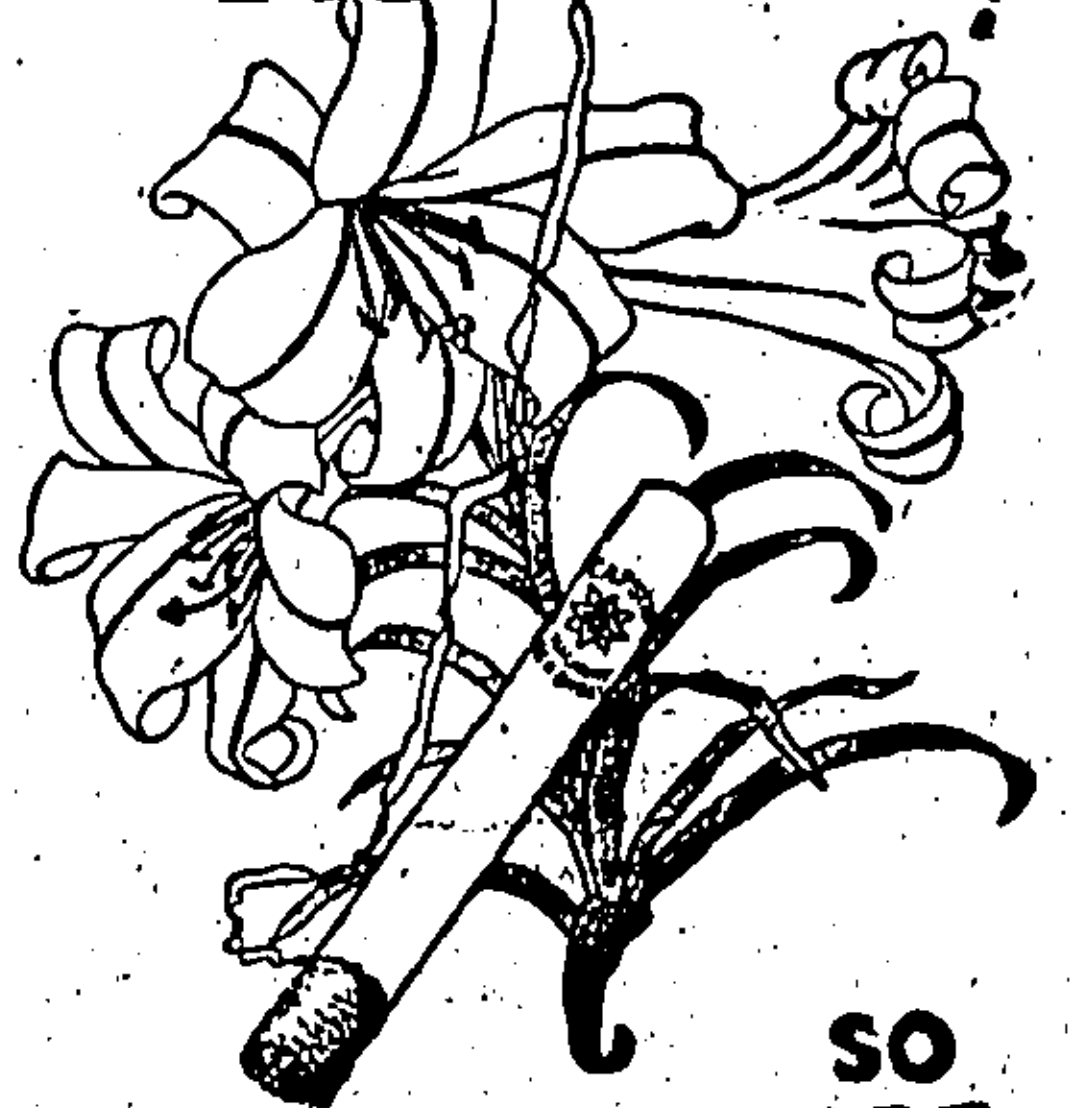
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Sailors' and Soldiers' Home
Arsenal Street.

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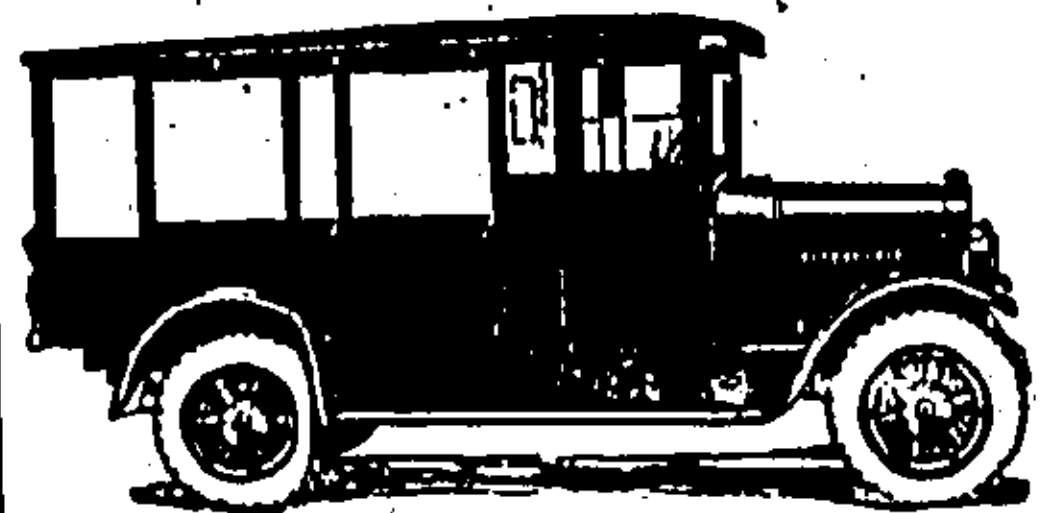


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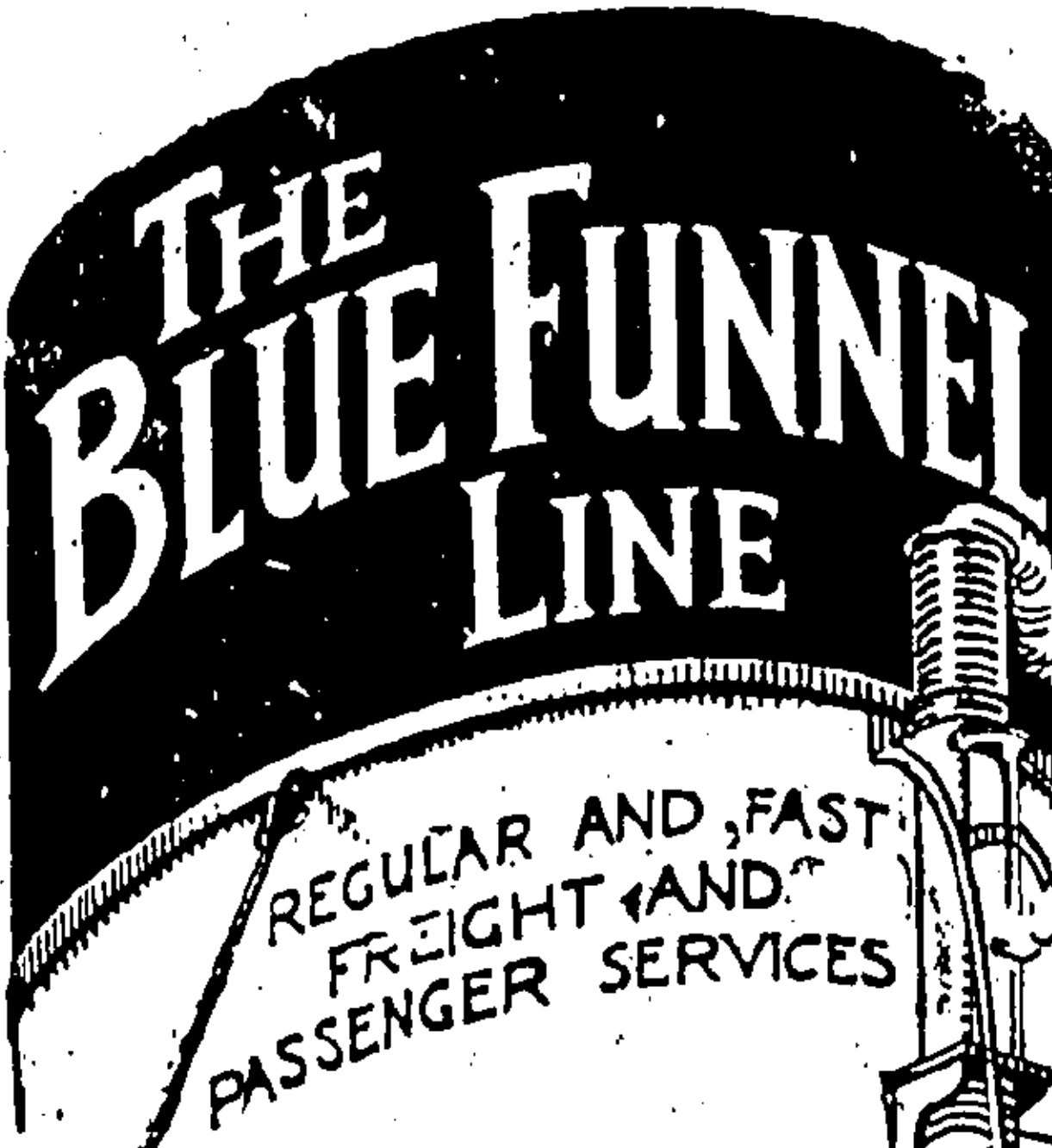
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"PHILOCTETES" 23rd Aug. Marseilles, London, Rotterdam & H'burg
"AENEAS" 24th Sept. Marseilles, London, Rotterdam & Glasgow
"ACHILLES" 18th Sept. Marseilles, London, Rotterdam & H'burg

LIVERPOOL SERVICE.

"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow
"TEUCER" 22nd Aug. Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORONA" 23rd Aug. Victoria, Vancouver & Seattle
"TYNDARE" 15th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYCAON" 24th Aug. New York, Boston & Baltimore
"PHEMUS" 17th Sept. B'n-ton, New York & Baltimore

PASSENGER SERVICE.

"AENEAS" 4th Sept. Singapore, Marseilles & London
"SAEPEDUS" 3rd Oct. Singapore, Marseilles & London

OUTWARD SERVICE.

"CALCHAS" due 15th Aug. Shanghai, Moji, Kobe & Yokohama
"AUTOMEDON" due 20th Aug. Shanghai & Kobe
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

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Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per
WEDNESDAY, AUGUST 15.	
Straits and London (parcel Mail, London 4th July)	Calchas
THURSDAY, AUGUST 16.	
Shanghai and Amoy	Yingchow
Australia and Manila	Tango Maru
Europe via Suez (letters and papers) London, 19th July and parcels 12th July	Naldora
FRIDAY, AUGUST 17.	
U.S.A., Canada, Japan and Shanghai	President Jackson
Straits	Tilawa
Shanghai and Europe via Siberia	Rajputana
SATURDAY, AUGUST 18.	
Straits	Warfield
MONDAY, AUGUST 20.	
U.S.A., Canada, Japan and Shanghai	Empress of Russia
Manila	President Pierce
FRIDAY, AUGUST 24.	
Japan and Shanghai	Kashima Maru

OUTWARD MAILS.

For	Per
WEDNESDAY, AUGUST 15.	
Bangkok	Mabella 3.30 p.m.
Saigon	Teleomachus 3.30 p.m.
Sam Shui and Wuchow	Tai Ming 4.30 p.m.
Shanghai	Hupoh 6 p.m.
Manila, Australia and New Zealand, via Thursday Island—due Thursday 27th Aug. Parcels 5 p.m. Registration (Aug. 16th) 9.45 a.m. Letters (Aug. 16th) 10.30 a.m.	Changie
THURSDAY, AUGUST 16.	
Hoihow, Pihol and Halphong	Tenn 8.30 a.m.
Amoy	Tjisaroa 9.30 a.m.
Straits	Cramer 10 a.m.
Swatow	Hydrangea 2.30 p.m.
Manila	Hal Hong 2.30 p.m.
Saigon	Solviken 3.30 p.m.
Fort Bayan, Hoihow and Halphong	Song Bo 5 p.m.
Shanghai and Europe via Siberia	Naldora 6 p.m.
FRIDAY, AUGUST 17.	
Japan	Tango Maru 9.30 a.m.
Formosa	Havre 10.30 a.m.
Swatow, Amoy and Foochow	Hal Ching 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 14th Sept. K.P.O. Parcels 4.30 p.m. Registration (Aug. 16th) 9 a.m. Letters (Aug. 16th) 10 a.m. K.P.O. Parcels 5 p.m. Registration (Aug. 16th) 9.45 a.m. Letters (Aug. 16th) 10.30 a.m.	Rajputana
SATURDAY, AUGUST 18.	
Japan, Hmolu and "San Francisco"	Anjo Maru 10 a.m.
Manila	President Jackson 4.30 p.m.

*Correspondence bearing vessel's name only.

THREE "TESTS" FOR ENGLAND.

BOWLERS' GAME.

WEST INDIES AGAIN LOSE BY AN INNINGS.

THE SCORES.

London, Yesterday.
England won the third Test Match by an innings and 71 runs.
West Indies 129. (Martin 41, Larwood 3 for 41, Tate 3 for 27, Freeman 4 for 47).
West Indies have thus been beaten in all the three Tests of this tour without England needing to bat a second time. The scores in the third Test are West Indies, first innings, 238; England, first innings, 438; West Indies, second innings, 129.
Hobbs scored 159 for England.—British Wireless Service.

THE PHILIPPINES.

GOVERNOR-GENERAL APPOINTS NEW CABINET.

QUEZON'S APPROVAL.

Manila, To-day.
Governor-General Stimson has appointed a new Cabinet, the first complete Cabinet since the wholesale resignations during the political crisis of 1923.
The names were cabled to Quezon, who replied that they were satisfactory and that the Senate would confirm the nominations immediately.—Reuter.

500 LIVES LOST.

AN ENGLISH MISSIONARY DROWNED?

SHIP SINKS IN RAPIDS.

Hankow, Yesterday.
It is reported from further up the Yangtze River that the Chinese steamer "Hsin Hsu Tung," going down the Upper River from Chungking to Ichang, struck a rock on the Rapids and sank with all aboard. There are no details but it is believed that several hundreds of lives were lost.—Reuter.
A British Naval wireless despatch confirms the above report, adding that the ship is now a total wreck and that 500 persons perished.
Latest Information.
Shanghai, Yesterday.
The British Naval authorities confirm that the "Hsin Shu-tung" is a total wreck on the Upper Yangtze Rapids and that 500 people were drowned.
It is feared that at least one English missionary was on board.—Reuter.

"SQUEEZE."

CHARGE AGAINST INDIAN CONSTABLE.

Jawala Singh, Indian police constable No. 3719, was this morning charged before Major C. Willson, O.B.E., with misconduct as a police constable by attempting to obtain "squeeze" from hawkers in Connaught-road Central.
Mr. P. J. Wodehouse, C.I.E., Deputy Superintendent of Police, who prosecuted, told the Magistrate that the defendant was absent from Court because he had sent him to his quarters to put on a turban.
Proceeding to outline the facts of the case in the defendant's absence, Mr. Wodehouse said that at 1 p.m. on August 13, a Chinese detective saw a Chinese in Connaught-road Central collecting money from hawkers' stall. When this man was questioned, he claimed that he was collecting the money for an Indian constable. The detective took the man to the station together with two hawkers who said that they had paid money.
Defendant having pleaded "not guilty" to the charge, evidence was heard, after which his Worship decided to convict the defendant and imposed a fine of \$50, or, in default, four weeks' hard labour.

This morning at the Kowloon Court, three Chinese were brought before Mr. Walter Schofield on a charge of keeping pigs without licence and with harbouring the animals in their dwellings. Defendants were each fined \$5.

IMPORTANT OPIUM CONVENTION.

JAPAN RATIFIES.

REPORTED WILL SHORTLY COME INTO FORCE.

OTHER RATIFICATIONS.

Geneva, Yesterday.
Japan has ratified the International Opium Convention of 1925 which will shortly come into force, the requisite ratifications having been obtained.—Reuter.

STARTLING THEORY.

(Continued from Page 1.)

"That the Japanese Government, as in 1895 in Korea, will ultimately feel called upon to defend itself against a charge of complicity, by ordering all suspected persons to be arrested and tried, is the belief of those who have seen how strong is the evidence in the very stones of the South Manchuria Railway," he concluded.
Putnam Weale is handing to Mr. Yoshizawa (the Japanese Minister at Peking) to-morrow a statement similar to the foregoing.—Reuter.

ABOUT MANCHURIA.

The General Yang Yu-tung referred to above has been chief-of-staff to the late Chang Tso-lin.
On Nov. 23, 1927 he, when interviewed by foreign Pressmen, said he did not know whether the American bankers' loan to Japan for the South Manchuria Railway had been signed, but he considered it provocative to the Chinese Government and the Chinese people. They had enough Japanese material, he said, to influence Manchuria already without a loan. When the Chinese people learned that the Japanese designs in Manchuria were being supported by American bankers it would antagonise the Chinese people against American bankers and people, so it was very ill-advised for American bankers to court the hostility of the Chinese, he concluded.
The South Manchuria Railway belongs to the Japanese. It is very profitable. Of late there have been disputes about Chinese building "parallel" railways. In the north of Manchuria, there is no Japanese railway at present.
Chang Tso-lin ruled Manchuria for years and was then Dictator in Peking, until he evacuated in the face of the Nationalists' advance. Chang Hsueh-liang, the present ruler, is his eldest son.
MEDIATION SUCCEEDS.
Mukden, Yesterday.
The recent critical situation brought about by the firm stand of the Japanese against Manchuria's reconciliation with the Nationalists and the equally firm decision of the Chinese to carry through the reconciliation, seems early on the way to being amicably settled by compromise.
It is reliably reported that through the mediation of the Education Minister of Peking, Liu Che, who is now a member of Manchuria's People's Council and is also an old acquaintance of Consul Hayashi, an understanding had been reached on Aug. 11, by which Manchuria undertakes not to hoist the Nationalist flag for a period of three months, at the end of which the Japanese will agree not to interfere in any way whatever.—Reuter.

HELP WITH A LOAN?

Tokyo, Yesterday.
It is understood that the Japanese Finance Department, through the South Manchuria Railway, is considering the issuing of a loan of about 60,000,000 yen in the domestic market, after the situation in Manchuria is stabilised, for the purpose of advancing the proceeds to the Manchuria Government for industrial and railway development.—Reuter.

SHANTUNG EXPEDITION.

Tokyo, Yesterday.
Imperial sanction has been obtained for the withdrawal of five companies of infantry of the Japanese Expeditionary force from Tientsin. It is expected that the withdrawal of the sixth division from Shantung will also be ordered shortly, as otherwise it will be necessary to organise winter quarters for the troops.—Reuter.

A notification, dated August 14, states that work is being carried out on the shore adjoining the premises of the China Light and Power Co. in Kan Lung Bay. Stagnations have been erected at the N.E. and S.W. extremities of this site and a fixed red light will be exhibited on a pole erected 60 feet to the east of the northern extremity.

LONDON'S "BOMBING" RAIDS.

DEFENCE SOUND.

ONLY TWO OUT OF TEN RAIDS SUCCESSFUL.

RICHMOND PARK "HAVOC."

London, Yesterday.
Only two out of the ten daylight bombing raids in London yesterday by the "Eastland" enemy forces were successful. The raiders "bombed" the petrol depot at Beckton, Essex and the stores depot at Kidbrooke.

Raiders at night time, however, succeeded theoretically in causing havoc in Richmond Park.
Reuter's special correspondent, who flew in the leading machine of the enemy squadron, reports that they crossed the coast at Shoreham at 9.30 p.m. at an altitude of 9,000 feet and a speed of 110 miles per hour. They were picked up by the searchlights as they passed the ring of London's defences but did not encounter defending planes. They descended to 1,000 feet over the park and released a hail of "bombs," returning safely at their base in Hampshire.

So far the Eastland forces have had six casualties, and defending aircraft "brought down" two of their machines while another was forced to land undamaged.—Reuter.

COASTAL CHANGES.

MOVEMENTS IN SHIPS' PERSONNEL.

NEW APPOINTMENTS.

Mr. W. Christie, from reserve, has gone chief officer, "Changsha."
Mr. T. Gorton, chief officer, "Changsha," has gone chief officer, "Ichang."
Mr. R. J. Powrie, second officer, "Szechuen," has gone acting chief officer, "Linan."
Mr. J. B. Stewart, second officer, "Fausang," is on reserve.
Mr. W. C. Excell, from reserve, has gone second officer, "Fausang."
Mr. J. Rees, from reserve, has gone third officer, "Fausang."
Mr. J. Shiel, from reserve, has gone second officer, "Tingang."
Mr. T. Wilkinson, from reserve, has gone acting chief officer, "Kiangwo."
Mr. R. E. Holden, second officer, "Kiangwo," has gone second officer, "Loongwo."
Mr. W. G. Hooke, chief engineer officer, "Luenyi," is on reserve.
Mr. J. Turner, from reserve, has gone chief engineer officer, "Luenyi."
Mr. J. Manson, third engineer officer, "Fausang," is on reserve.
Mr. E. G. Ritchie, from reserve, has gone third engineer officer, "Fausang."
Mr. M. G. Deuchars, third engineer officer, "Luenho," has gone second engineer officer, same ship.
Mr. F. Hill, second engineer officer, "Luenho," has gone chief engineer officer, same ship.
Mr. W. Crobble, chief engineer officer, "Luenho," is on reserve.
Mr. W. J. Turner, chief officer, "Kaping," is on reserve.
Mr. A. J. Wilson has been appointed chief officer, "Kaping."
Mr. A. C. Browne has been appointed chief officer, "Tienkwang."
Mr. H. P. Sergeant has been appointed chief officer, "Shukwang."
"Shipping and Engineering."

DAIRY SUED.

ALLEGED FALSE TRADE MARK.

Before Mr. R. E. Lindsell, at the Central Magistracy, this morning, the Shun Hung Lee Dairy of Hollywood-road, was summoned on two counts by the Dairy Farm, Ice and Cold Storage Co. Mr. R. A. Wadson prosecuted for the Dairy Farm, and the defendants were represented by Mr. M. K. Lo. Hearing of the case was fixed for Monday afternoon next at 2.15 p.m.
Counsel commented that his clients had many bottles of milk in their depot, and what he wanted to know was whether the charge of a false trade mark related to all the bottles in the depot. He also wanted to know if the charge was in respect of particular jars or cans of milk, or what.
Mr. Wadson intimated that the charge related to only one bottle of milk as did the second charge.

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Interpreter 2.30 & 7.15.

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Continuous 2.30 to 11.15.

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